CYCLE NEWS®

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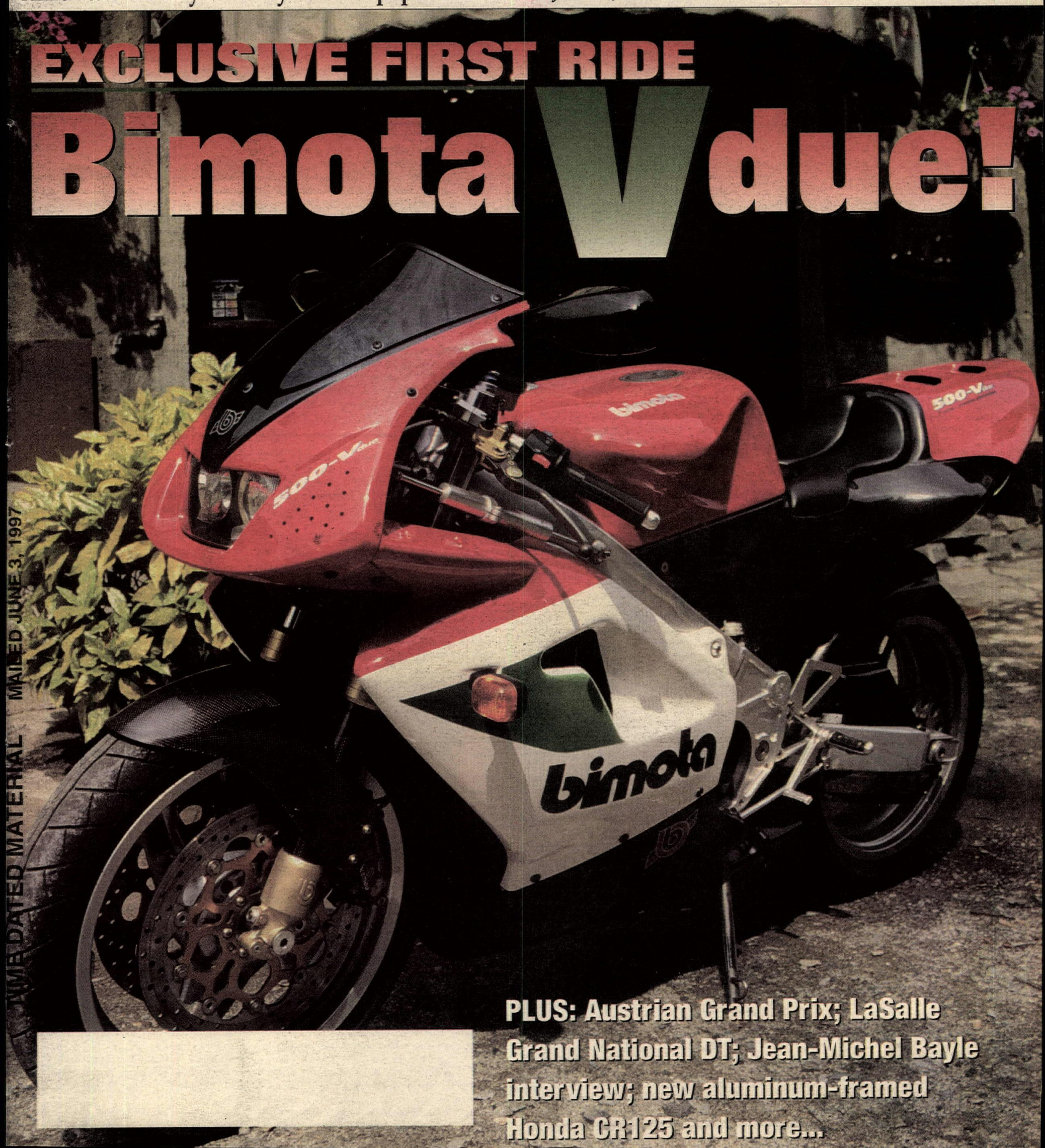
EXCLUSIVE FIRST RIDE

Bimota V due!



TIME DATED MATERIAL MAILED JUNE 3, 1997

PLUS: Austrian Grand Prix; LaSalle Grand National DT; Jean-Michel Bayle interview; new aluminum-framed Honda CR125 and more...

Phillip McCallen averaged 119.9 mph in winning the Formula One TT on the Isle of Man on Monday, June 2. McCallen was able to build a lead over early leader **Joey Dunlop** (Hon), with Dunlop losing more than a minute in a botched pit stop. At the finish, McCallen easily topped **Michael Rutter** (Hon), with **Bob Jackson** (Kaw) third. Dunlop ended up sixth after earlier winning his record-breaking 22nd Isle of Man TT with a victory in the Lightweight 250cc class. Dunlop averaged 115.59 mph on his Honda RS250 as he raced with McCallen, who crashed uninjured at Quarry Bends on the third lap. Second place ended up going to **Ian Lougher** (Hon), with **John McGuinness** (Apr) finishing third.

Ty Davis (Kaw) claimed the overall win at the Idaho Two-Day ISDE Qualifier in Idaho City, Idaho, on May 31-June 1. Second place went to **Nick Pearson** (KTM), followed by **Donnie Book** (Kaw), **Destry Abbott** (KTM) and **Brian Brown** (Kaw).

Shawn Kalos (Hbg) won the fifth round of the AMA/Maxima Western Four-Stroke Motocross Nationals at the Albany Motorsports Park in Albany, Oregon, on June 1. Kalos split moto wins with **Lance Smail** (KTM), but won the overall based on his win in the second moto. **Ty Davis** (Kaw) finished third with a 3-3 moto tally. Smail still holds a 22-point lead over Kalos in the championship point standings, 242-220.

Brit **Paul Edmondson** (Suz) won the seventh round of the AMA Grand National Cross Country Series, held June 1 in Boyers, Pennsylvania. Edmondson topped **Scott Plessinger** (KTM) and Australian **Shane Watts** (KTM).

Canadian road racer **Rodney Fee** (Hon) finished sixth in the second round of the European 125cc Open Championship at the Hungaroring in Hungary on May 26, despite racing with a flat front tire. The race was won by **Paolo Tessari** (Hon).

Rick Soter III (BSA) and **Willie Price** (H-D) shared top honors at the AMA National Hillclimb in Jefferson, Pennsylvania, on June 1. Soter topped the 540cc class over **Paul Pinsonnault** (Hon) and **Michael Templeton** (Hon), while Price topped **Gregg Williams** (Hon) and **James Large** (H-D) in the 800cc division.

Rick Fiscel (Tri) dominated the Open Pro Twin features at rounds three and four of the VDTRA Vintage Classics X National Dirt Track Series in Cambridge, Minnesota, on May 31-June 1. At the Saturday short track on the Isanti County Fairgrounds, Fiscel topped **Skip Wertz** (Tri) and **John Fike** (BSA) in the Open Pro Twin class, and backed it up by winning the 600cc Pro main; **Jim Strome** (Yam) and **Bill Snyder** (Bul) were second and third. During the Sunday TT at the Norsemen MC club grounds, Fiscel won again over Strome and **Mark Gibson** (Tri) in the Open Pro Twin main. Strome then turned the tables by beating Fiscel (Yam) and **Johnny Isaacs** (BSA) in the 600cc Pro main.

Legislation that would repeal a mandatory **helmet-use law** covering motorcyclists in Texas has been passed by state legislators and sent to Governor George W. Bush for consideration, according to the AMA. However, the AMA has raised concerns about the potential effects of amendments tacked on to that repeal bill. As originally drafted, Senate Bill 99 would have made helmet use voluntary for adult motorcyclists aged 18 and older, although the legislation was later amended to require helmet use for all riders under the age of 21. Many states currently have helmet laws covering minors in one of those two age categories. Another amendment to the bill has the potential to set a dangerous precedent, according to the AMA. That amendment would allow motorcyclists to ride without helmets only if they either complete a rider-education course or purchase a minimum of $10,000 in medical insurance. Compliance with the proposed law would be determined by special license-plate stickers that the state would issue to motorcyclists meeting these standards. Out-of-state motorcyclists passing through Texas would be ineligible to receive stickers. "We have a long history of supporting legislation that allows adult riders to evaluate the risks and decide personal safety issues for themselves," said Rober Rasor, vice president of AMA government relations. "But we are constantly fighting attempts by various groups to characterize motorcyclists as a 'social burden' because of the perceived risks involved in riding. Studies have shown repeatedly that motorcyclists are at least as likely to be insured as other highway users and that they don't rely more heavily on public funds to pay for medical treatment. But this legislation, as amended, would institutionalize the social-burden concept in Texas by requiring one group of highway users to be more responsible than others before taking to the road."

The first of the **Muzzy Raptor** F-USA race bikes was recently delivered to road racer **Steve Grigg**, with Grigg promptly setting a new lap record of 1:12.75 in the Unlimited Superbike race during CCS racing at Roebling Road in Faulkville, Georgia, on May 25. Grigg plans on racing the bike in F-USA action at Road Atlanta on June 22.

According to a press release from Pace Motor Sports, **691,676 spectators** attended the 15-round AMA Supercross Series in 1997. That averages out to 46,112 per round, with the largest crowd gathering at the Tempe, Arizona, round - 63,565. Pace also reports that event purses, points fund and contingency money topped the $1.4 million mark this year. "This year has been a great start for us at PACE in positioning supercross where it belongs - among the elite motorsports series in the country," said Gary Becker, CEO of Pace Motor Sports. "PACE could not be more pleased with the crowds at the live event, ESPN2 coverage and ratings, and the fact we paid out more money to the riders than in any year in history. With the continued support from - and partnership with - the motorcycle industry, we will make the sport everything it should be." The 1997 riders' points fund and bonus money was paid out at a banquet at the Hard Rock Hotel and Casino in Las Vegas, Nevada, on Sunday, May 18.

According to GFI, **Perris Raceway** in Perris, California, now has new and improved lights for the Friday night practice sessions and Saturday night racing. The Friday night practices are set to begin on June 6 and will run from 5 to 10 p.m. throughout the summer. For more information, call 909/653-4042.

The 1997 running of the **Dirt Diggers Kernville Motocross**, north of Bakersfield, California, will feature a Pro Payroll Moto at noon on Sunday, June 15. A $2000 purse will be divided among the top 15 Pro riders, with $750 going to the overall moto winner. For more information, call 805/366-9636.

Bartoloni, Henry - and now Johansson

Swede Peter Johansson joined Yamaha teammate Andrea Bartoloni and Yamaha USA's Doug Henry in giving the Yamaha YZM400F four-stroke motocrosser a victory in 1997. Johansson's win came via a two-moto sweep of the Czech Republic 500cc Grand Prix and moved him to within 18 points of World Championship points leader Joel Smets - even though he is still only fifth in the championship.

Husaberg's Smets could only muster 11 points from a first-moto fifth and saw his advantage over the KTMs of Shayne King and Kurt Nicoll shrink to just seven points. Gert Jan Van Doorn, meanwhile, is fourth in the standings, just two points clear of Johansson.

Nicoll was second overall on the day with 3-2 moto scores while Van Doorn ended the day third with his 2-5 tally.

Keith Bowen was the only American starter in the event and registered his best finish to day with a 10th in moto one.

The 125cc World Motocross Series was also in Eastern Europe on June 1, with the race taking place in Slovenia. Claudio Federici gave Husqvarna its first overall GP victory in the 125cc class when he turned in a 3-1 tally to take the overall. Frenchman Frederic Vialle won the first moto on his Yamaha as championship pace setters Chicco Chiodi and Sandro Puzar were pushed down to ninth and 11th, respectively. They joined Federici in yet another all-Italian rostrum in the second moto.

After seven of 12 rounds, Chiodi leads the way with 231 points to Puzar's 197. Federici is third with 169 points.

American Bob Moore finished sixth in the first moto, but Badar Manneh failed to score a point after qualifying second-fastest.

Alex Hodgkinson

Skinner's Motorcycle Shop in Auburn, Alabama, is set to begin its 40th year in business. Established in 1957 by James M. Skinner as a BSA, Triumph, Benelli and Parilla dealer, Skinner's now specializes in British motorcycles and parts.

The third annual **Branson USA Motocross Nationals** will be held on October 3-5 in Branson, Missouri. Thirty-two classes will be run, from Pee Wees through 250cc Pro, and no qualifiers are required. For more information, call 909/657-6834.

Two California motorcyclists are gearing up for a 2012-mile **Pony Express Preservation Ride**, which will begin in San Francisco on June 23 and finish in St. Joseph, Missouri, on July 6. Joe Nardone and Paul Golde will make the ride to raise funds to benefit the Pony Express Trail Association and to support programs of the Olive Crest Homes & Services for Abused Children in Santa Ana, California. Nardone has made the trip before - by light aircraft, by four-wheel drive vehicle, on horseback, and on foot. "Our primary goal is to mark the trail and its 154 related sites by the year 2010," Nardone said. "This will be the year that the Pony Express celebrates its sesquicentennial (150th) anniversary." For more information on the ride, call Golde at 714/364-6117.

According to a press release from **David Wasson**, the AMA 600 and 750cc Supersport road racer has signed a two-year contract with rock star Sammy Hagar, with Wasson riding under Hagar's Cabo Wabo Cantina/Cabo Wabo Tequila company names. Wasson will ride a Suzuki GSXR600 in both the 600 and 750cc Supersport classes. For more information on Cabo Wabo Racing, call 408/670-4358.

The **Mammoth Motocross** staff has negotiated a deal with its insurance carrier which will allow mini riders (5 years and older) to race in the annual June 26-29 event in Mammoth, California. For more information, call 760/934-0642. Practice days will be held at Mammoth on June 19, 20, 23, 24 and 25, for $15 per rider.

Sidecar road racers will compete at Road America in Elkhart Lake, Wisconsin, on June 6-8 in the **East/West Sidecar Challenge**. The final will be held on Sunday morning at 10:40, prior to the fourth round of the AMA/MBNA Superbike National Championship round at Road America. For more information on the sidecars, call 414/962-8573.

The **Excelsior-Henderson Motorcycle Manufacturing Company** has announced that it has filed a registration agreement with the Securities and Exchange Commission for a public offering by the company of 4 million shares of common stock. In addition, Excelsior-Henderson has granted the underwriter an option to purchase up to an additional 600,000 shares of Common Stock to cover the over allotments, if any. The offering price on the stock is expected to be between $7 and $8 per share.

Off-road riders will gather on June 28-29 in Park Hills, Missouri, to raise money for the March of Dimes Birth Defects Foundation's Campaign for Healthier Babies in the **Racers for Research Ride**. The race, which is part of the Missouri Hare Scrambles Championship, will start and end in the St. Joseph State Park in Park Hills. For more information, call 314/398-4468.

Those of you who want to buy a **raffle ticket** for the 1997 **Husaberg FC501** to

be given away at the AMA 125/250cc National MX at Washougal, Washington, August 10, can do so by mail. Each ticket costs $10 and the money will be donated to injured motocrosser Mike Young Jr. You can mail your check for the raffle ticket to: Mike Young Jr. New Life Fund, 1042 N. Mountain Ave, Suite B, #361, Upland, CA, 91786.

According to a release from the **California Motorcyclist Safety Program**, 1996 was a record year for motorcycle safety in California. Records from the California Highway Patrol state that 232 motorcyclists were killed in 1996 while 7860 were injured - a drop of 73 and 72 percent from the 851 fatalities and 28,097 injuries from 1986.

Eddie Mulder will hold a one-day TT school at the AHRMA TT National in Peoria, Illinois. For more information, call 805/268-0105.

The **CMC Pac-West Series** will begin at Albany Supercross Park in Albany, Oregon, on June 7-8. The race will feature contingency payouts from Yamaha, Kawasaki and Suzuki. For more information, call 541/928-4474. In addition, the **CMC Spring Classic** will be held at Los Angles County Raceway in Palmdale, California, on June 8. The Quail Canyon round of the series, meanwhile, has been rescheduled to June 14-15. For more information, call 714/367-1141.

HIRED: Dan Krueger, as marketing manager for Laguna Seca Raceway in Monterey, California, effective June 3. In addition to a nine-year career with Wells Fargo Bank, Krueger also served on SCRAMP's (Sports Car Racing Association of the Monterey Peninsula) volunteer Board of Directors as co-chairman of the Admissions Committee.

CORRECTION: Cycle Parts West has not moved from its location in Westminster, California, despite mention of such in last week's issue. Cycle Parts West is located at 13682 Beach Blvd. in Westminster. For more information, call 714/894-9829.

BORN: Allyssia Nichole Bienert to Tony Bienert and his fiancee Stephane Gomes, on May 22, 1997, in Hesperia, California. Bienert is the owner of T-N-T Motorsports.

CORRECTION: Motocrosser Jeff Dement didn't attempt to qualify for the AMA 250cc Supercross final at Las Vegas, as we reported in an earlier issue. Dement is currently leading the 125 and 250cc Pro-class point standings in the Texas Series.

OPENED: Troy Lee Designs' home page on the World Wide Web. The site can be found at the following address: http://www.troyleedesigns.com.

OPENED: Maxxis Tires' home page on the World Wide Web. The site can be found at the following address: http://www.maxxistires.com.

AUTOGRAPH SIGNING: At Freedom Honda Suzuki of Laconia, New Hampshire, on June 12, from 6 to 7 p.m. Team Suzuki's Aaron Yates, Pascal Picotte and Larry Pegram are scheduled to appear. For more information, call 603/524-6636.

AUTOGRAPH SIGNING: At New England Cycle Center in Hartford, Connecticut, on June 20, from 6 to 7 p.m. Team Suzuki's motocross team is scheduled to appear. For more information, call 860/527-0822.

AUTOGRAPH SIGNING: At Beaverton Honda Yamaha in Beaverton, Oregon, on June 13, from 3 to 6 p.m. Former National Enduro Champion Kevin Hines is expected to appear. For more information, call 503/635-5275. Hines will also be conducting an off-road riding school in the area.

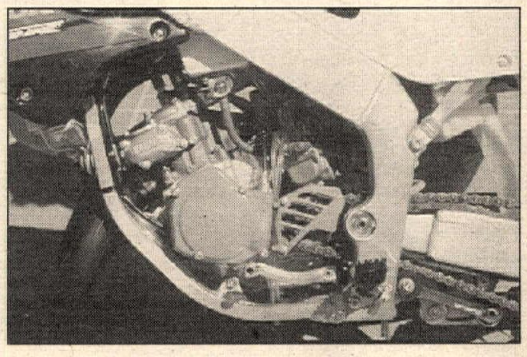
OPENED: Willow Springs International Raceway's home page on the World Wide Web. The site can be found at the following address: http://www.sage-net/wsir. CN

Aluminum-framed CR125R for '98

American Honda Motor Company introduced its 1998 CR and XR motorcycle lineup on Thursday, May 29, and the biggest news was the introduction of its new, aluminum-framed CR125.

Aside from the obvious race-team-inspired graphics that the entire lineup received, the 1998 Honda CR125 now utilizes a twin-spar, aluminum frame, much like the one introduced last year on the CR250. The frame is said to be 50 percent more rigid than last year's steel unit and 15 percent less rigid than the current CR250 frame. A larger, single radiator is nestled under the head tube and is reported to be 22 percent more efficient than previous models.

In the motor department, Honda was after more low- to midrange power out of the CR125 and, as a result, reshaped the cylinder and transfer case ports, redesigned the reed-valve-assembly stoppers and reshaped the exhaust valves and valve guides. A new ACG ignition system features twice the power output, and the CDI map has been changed to enhance the motor changes. The transmission has been changed from a six-speed gearbox to a five-speed, close-ratio transmission that Honda claims to be more durable than before.



A new linkage ratio was designed for the rear suspension to provide a smoother, more linear response while still utilizing a fully-adjustable Kayaba shock with high- and low-speed compression adjusters. In the front, the 46mm Kayaba forks got new valving and now feature a bump-rubber bottoming system to help prevent hydraulic locking.

The new CR125 shares these common parts with the 1998 CR250: subframe, handlebar, radiator shrouds, fuel tank, seat, fenders, side panels, swingarm and rear axle.

As for the changes to the 1998 CR250, Honda concentrated on refining the suspension and chassis, and left the motor alone (except for small jetting changes). Honda concentrated heavily on reducing friction in the 47mm Showa inverted forks to achieve smoother action. The fork travel was increased by 9mm and friction-reducing compression and damping changes were made to attain a more controlled ride.

In the rear, the same Showa shock with high- and low-speed compression adjusters was retained, but the rear-shock stroke was increased by 5.8mm, resulting in an increase of rear-axle stroke by 10.2mm. A new spring rate (from 5.3 kg/mm to 4.9 kg/mm) and rear-link ratio are said to provide smoother and more linear action.

Honda revised the frame geometry slightly for '98 including steeper caster, shorter trail and a shorter wheelbase to provide greater turning precision. The frame also has a relocated shock mount, new chain roller location (now mounted to the linkage), and improved welding techniques at the headpipe, shock mount, and engine bracket areas to provide greater durability. The subframe uses a thinner wall design and a new mounting location to reduce weight and maintain strength, and a new swingarm with a 1.5mm thicker cross-body for improved rigidity and balance.

The CR80R-Expert (big wheel) and CR80R got the new team-inspired graphics and a few other changes including the addition of the front brake lever and master-cylinder assembly from the CR125 and 250, and a new front brake line for improved braking performance. The smaller CR80R also received revised suspension settings to provide a more compliant ride for smaller riders.

Due to the new California Air Resources Board (CARB) regulations Honda has revised most of their XR lineup to meet the new standards. The XR100, 200, 250, 400 and 600 will now available in two versions - a California model that complies the new regulations and a 49-state model for the rest of the country. Most of the changes involve jetting and intake modifications and the use of closed venting systems.

For 1998, the XR400R received revised carburetor jetting, ignition timing and intake/exhaust systems to improve performance, especially as elevation changes. A less restrictive muffler with a new three-chamber design is said to allow for better power output. The front forks got new piston valves and valving, and stiffer springs (from .38 kg/mm to .40 kg/mm) for improved overall performance. The addition of needle bearings to the rear suspension linkage were used to provide smoother, more compliant suspension action. A CR-bend handlebar, a more durable right-side footpeg bracket and a stronger rear sub-frame round out the changes.

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National Headquarters
2201 Cherry Ave., Long Beach, CA 90806,
P.O. Box 498, Long Beach, CA 90801-0498
(562) 427-7433; (213) 636-8844.
FAX (562) 427-6685

Eastern Office
4188 First Ave., Tucker, GA 30084;
mailing address P.O. Box 805,
Tucker, GA 30085-0805.
(770) 934-7850. FAX (770) 934-3112

e-mail
editor@cyclenews.com
subscribe@cyclenews.com
advertising@cyclenews.com

Internet
http://www.cyclenews.com

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VOICES
LETTERS TO THE EDITOR

Gobert - friend or foe?

I think Paul Carruthers ("Teardown," Issue #21, May 21) misses the most important reason fans cheer for particular riders: excellence.

Carruthers admits that Doohan's appeal is universal because of his efforts, yet he believes that no one gives a rat's ass about the guy who is dicing with him. Why not? Are Americans so jingoistic as to be blind to the efforts of a great racer because he looks different... or doesn't speak English? This type of enlightenment brought us WWII, the Crusades and the KKK.

Gobert is as good for racing as Rodman is for the NBA: a buffoon, a joke, and an embarrassment to Australians. Why did they urine-test him? A real hero! Carruthers admires this BSer who qualifies 20th more than Aoki, who finishes on the podium. I don't.

The truth is, fans can't see inside the helmets during a race. I think they are more impressed by what someone does with his wrist than his mouth. It's 1997; let's get past all this nationalistic garbage and root for your heroes whether they eat sushi, pasta or Big Macs.

Howard Jacobs
White Plains, NY

Open class fan

Thanks for the recent Open class Shootout article. I've been racing 500s for more than 17 years and I think that they are, the most exciting class of motocrossers out there - especially when ridden by Pros. There is nothing in the motocross world that even comes close to the sound of 40 500s wound tight with the 30-second board sideways and the gate about to drop.

It's a shame we can't experience it anymore. Thank goodness for Mammoth, Loretta Lynn's and the Budds Creek National Amateur day.

Don Passavant
donp@ansy.com

Clueless?

Yes, it's true, MOX48 ("Voices," Issue #21, May 21), you haven't got a clue as to what racing is all about - so don't speak for me. And you're obviously not a member of the AMA.

If engineers listened to people like you, we would still be riding dual-shock motorcycles with six inches of travel that couldn't handle braking bumps, much less 80-foot triples. Wake up, guy - challenges are what keep this and every other sport moving forward.

Congrats to Doug Henry. Not only did he keep up with those super two-strokes, but he beat them fair and square. By the way, I ride a Kawasaki KX250.

Jepatt@aol.com

Yes to four-strokes

No, MOX48@gte.net, you certainly don't speak for the majority of motocrossers when you say we don't want four-strokes. You, my friend, are a very narrow-minded individual. Everyone I know who races motocross thinks that four-strokes are just plain cool. Your letter couldn't have come at a better time. I guess Doug Henry should be proud that he won the Las Vegas Supercross round on a "lawnmower."

Do you need a prybar to get your foot out of your mouth? Four-strokes add diversity to the sport. Don't get me wrong; I like two-strokes just the same. However, it is thinking like yours that will tear the motocross community apart. Speaking of racing, what class do you race? Pee Wee? Or are you just a bench racer who couldn't start a Husaberg if your life depended on it? Wake up and smell the lack of premix.

Gary Huff
Gresham, OR

Go, Wardy

I've been a Jeff Ward fan for quite some time. Being the same age as Jeff, I have followed his career since the beginning (in fact, I still have a poster of him on a Honda MR50). I just wanted to congratulate Jeff on his incredible performance in this year's Indy 500, where he finished an unbelievable third - and took top Rookie honors. He would have won had he not been forced to pit for a splash of fuel (which was probably unnecessary, since the majority of the remaining laps were run under yellow. But that's racing).

I also wanted to say how disappointed I was that ABC Sports did not interview Jeff after the race. Can you believe it? Some idiot at ABC decided it was more important to not miss a single minute of "General Hospital." What is this world coming to?

I'm sure that making the transition from motocross champion to Indy-car driver was not an easy one, but Jeff made it look easy. I just feel that ABC should have given Jeff Ward the recognition and respect he deserves.

Vincent Lo Presti
Huntington, NY

Smoke-free

The articles written about the AMA Four-Stroke Nationals have listed our number-one rider, Mike Healey, as being sponsored by IMS/Primal Impulse. Mike is sponsored by IMS, but has no affiliation with Primal Impulse.

As for the article from the May 11 round of the series, I was displeased with the mention of "Mike Healey's smoking Honda coming to a stop." This sounds like the engine gave up - which was not the case. Mike broke the frame, and the oil which is housed in the frame poured on the engine and was smoking. This uninvestigative reporting upsets me personally, since I am the individual who builds Mike's race bikes. It also upsets my bosses, because it makes our company look bad to its customers and sponsors.

Steve Smith
Riverside, CA

Smith is the team manager for IMS... Editor.

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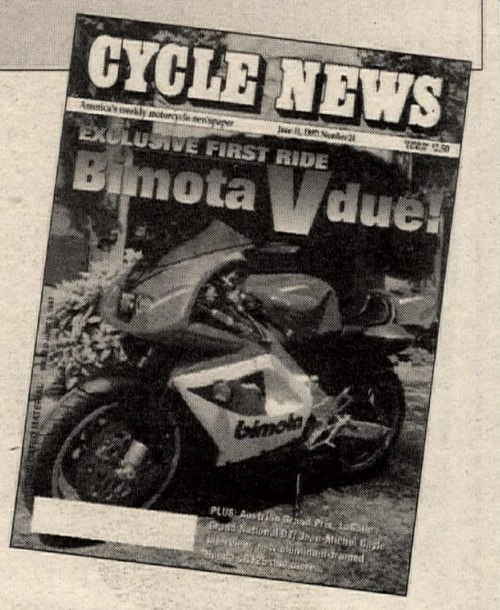

ON THE FRONT COVER

The long-awaited, much-ballyhooed Bimota Vdue. Alan Cathcart rides it - first - now you can read about it - first. Photo by Kyoichi Nakamura.

1997 CHAMPIONS!

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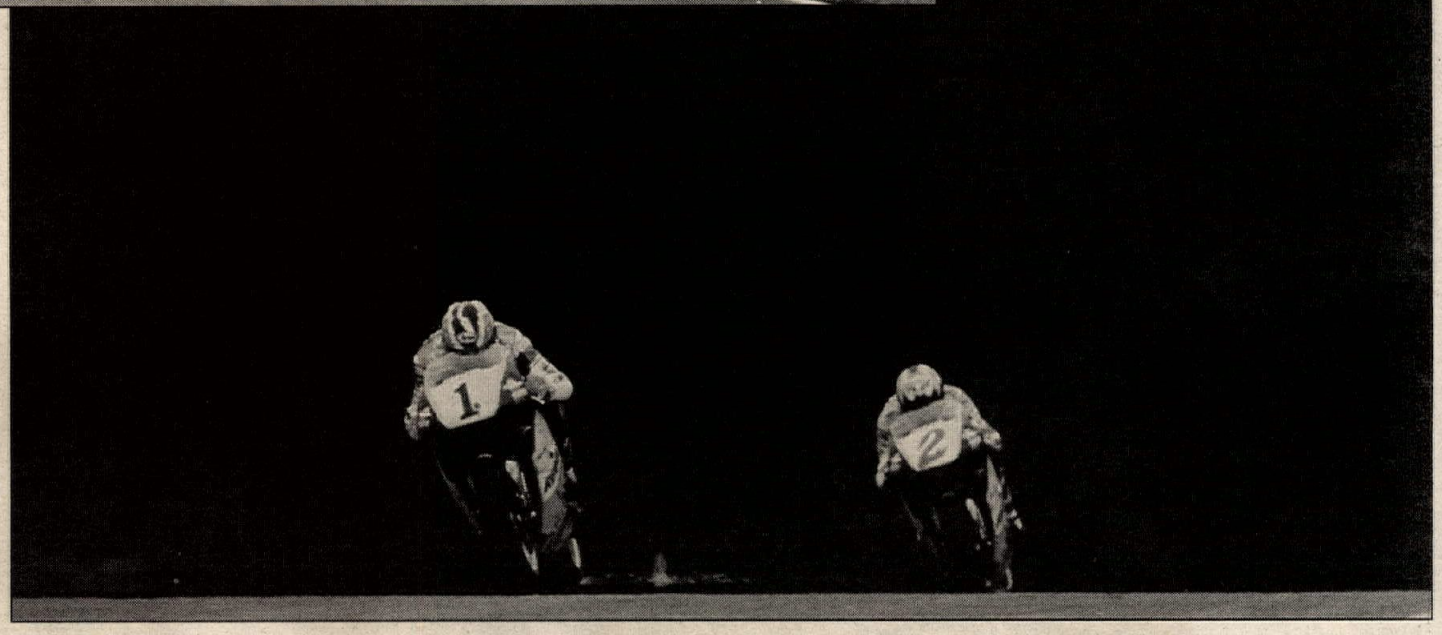
Closer than it appears

Four V-twin Hondas had been eliminated on the first lap. Regis Laconi triggered a multiple crash in the first corner, sending Jurgen van den Goorbergh and Fred Protat flying in the process. Laconi suffered internal injuries as both van den Goorbergh and Protat ran over him. Sete Gibernau's Rainey Yamaha was also damaged in the fracas, and he retired forthwith, minus a footpeg and his rear brake. Takuma Aoki crashed his V-twin Repsol Honda two corners later, suffering a concussion.

Red Bull Yamaha's Troy Corser also crashed out, two laps later, as success continues to elude the World Superbike Champion in his first GP season.

Chesterfield Honda's Olivier Jacque had earlier won a dour but exciting

(Left) Tadayuki Okada (7) gets the jump on the opening lap of the Austrian 500cc Grand Prix. Michael Doohan (1) and the rest of the pack give chase.
(Below) Doohan leads Alex Criville (2) in their battle. Doohan eventually took the win, with Criville finishing fifth after running of the track.



By Michael Scott
Photos by Gold & Goose

ZELTWEG, AUSTRIA, JUNE 1

Michael Doohan led the Austrian Grand Prix from the first lap to the last, claiming his fourth win in five starts and the 38th victory of his career. The win moved the Repsol Honda rider further ahead in the championship point standings, and one rung higher in the history books as he overtakes Mike Hailwood's total of 500cc-class victories.

Stated that way, it sounds easy - but the fact that the lap record went tumbling several times, finally ending up also in the Australian's hands, paints a more accurate picture. Doohan was pushed hard almost all the way by his persistent and pesky shadow Alex Criville - at the track where Criville prevailed for the first time ever last year - and though Doohan had started to stretch a small gap with two of the 28 laps of the 2.67-mile A1-Ring circuit remaining, the issue was not settled.

This year, however, there was to be no final battle to thrill the smattering of fans who braved the cool, dry weather and made the journey to the scenic but remote circuit set among the Austrian Alps. (The organizers claimed that 40,000 were on hand, but observation suggested that even 15,000 would be optimistic.)

Instead, Criville caught himself out with one risk too many.

"I had to leave my braking very late to stay with Mick, because he was accelerating so fast," he explained. "Now I made an amateur's mistake and left it too late."

Criville took to the escape road, taking a painfully long time to get the bike turned to rejoin, and finished fifth.

Doohan had no idea.

"I really wanted to win here, because I knew Alex can be very late on the brakes, as we saw last year," Doohan said. "On the last lap, my pitboard gave the gap to second as 15 seconds, but I misread it. I thought it was 1.5 seconds."

Thus, he broke the lap record for the final time on the final lap as he strove to escape his phantom pursuer.

Instead, it was Tadayuki Okada in second, an extraordinarily brave performance from the Repsol Honda rider, who had to be lifted off the bike after the race. He'd fallen heavily in practice, suffering a painfully bruised hip, and had only decided to race with two hours to go.

Luca Cadalora was third for a second successive race, the Red Bull Yamaha rider moving through from a poor start to finally pass FCC Elf Honda's Nobuatsu Aoki in the last two corners. Second to fourth was covered by just over half a second.

Criville was fifth, and Movistar Honda's Carlos Checa ended up sixth, after running with the leaders in the early stages.

Then came Lucky Strike Suzuki's Anthony Gobert, who won many new fans with a strong and very mature performance. After a good start, he'd been overtaken by Alberto Puig's faster Movistar Honda; but he bided his time and then outbraked the experienced GP winner to lead him across the line by a full second.

Rainey Yamaha's Norifumi Abe led the next group over the line, with Aprilia's Doriano Romboni and Lucky Strike Suzuki's Daryl Beattie close behind. Jean-Michel Bayle was the only Modenas to finish, fading toward the end for a lonely 14th.

250cc race from Marlboro Honda's Ralf Waldmann. Waldmann had led for most of the race but, on the last lap, Jacque forced past him under brakes, and the two collided, sending Waldmann almost off the track. Afterward he was enraged.

"At Jerez and here, it seems Jacque wants to create a new style of riding, using his body and his legs as well as the bike," Waldmann said. "It is not fair and it is not safe. But I can do that, too, and I will approach the races in the future prepared to use more body power."

Marlboro Honda's Max Biaggi was third after a similar near-collision with Aprilia's Loris Capirossi across the line. Biaggi, who retained his title lead, had problems in practice with his speed-shift gear-changing system and in the race with suspension chatter, while Capirossi had set a new lap record as he charged

back through from ninth after his engine stalled twice. They met on the last lap for another inch-close battle across the line, won again by a barging Biaggi after they nearly crashed.

Tetsuya Harada had another disaster. He also suffered the problem of his Aprilia stalling; then, in an extraordinary incident, his helmet visor broke, and he had to pit for a replacement. He finished out of the points.

Earlier, Pileri Honda's Noboru Ueda claimed his second win of the season, regaining the championship lead from second-placed Nastro Azzurro Aprilia rider Valentino Rossi. He defeated the Italian by inches, after losing his almost race-long lead on the last lap, only to pass again on the final sprint to the line.

Rolf Biland/Kurt Waltisperg won Saturday's sidecar race by five seconds from Klaus Klaffenboek/Christian Parzer, with the Guedel brothers a close third, and Steve Webster/David James right behind in fourth. There were only 11 finishers out of 13 starters.

500cc GRAND PRIX

Okada led off the line, but Doohan took over before the end of the first lap, and Criville grabbed second on lap seven. At this point, the Hondas of Checa and Aoki were also in close attendance, but now the dominant pair started to stretch ahead, each breaking the lap record repeatedly. Criville challenged now and then, but never did get ahead, and in the closing stages, Doohan was beginning to move away, with a gap of just over a second as they started the penultimate lap.

It was then that Criville made his error, and the remnants of the pursuit pack flashed past as he got the bike turned and re-entered the track. By now, it comprised Okada, Aoki and Cadalora, who had picked his way up to join in by half-distance, but lacked the power to get past on a track the main feature of which is four blasts out of slow corners up to fifth or sixth gear.

The prospect of two, rather than one, rostrum positions spurred all of them on to greater efforts. Okada also broke the old record as he forced through the pain barrier to stay narrowly ahead, while Cadalora put in a huge effort to get ahead of Aoki. The Japanese rider repassed him on the last lap, but Cadalora put everything into the last pair of corners, outbraking the 500cc-class first-timer to stay narrowly ahead across the line.

Criville was three seconds shy, and Checa another three seconds down; then came a big gap to Gobert. He'd started strongly, but had been caught and passed by Puig.

"He had a bit of acceleration and top speed on me, but I could get it all back under brakes and on corner speed," the maverick wild child said. "I could pass him again, and I did it under brakes. It was a great race - the tires were good and the bike was fine. I enjoyed it."

His performance put that of his teammate in a poor light. Beattie was riding with the '96-spec chassis on the setting he used last year rather than the one that had worked at Mugello, but could do nothing about Abe's Yamaha or even Romboni's twin, finishing 11th close behind.

"They had the better of me today," he said. "I could catch a little under brakes, but they had higher corner speed and acceleration, so there was no way I could get ahead."

Borja's Elf had been with the group, but he dropped back to finish a lonely 12th, ahead of a troubled Barros, who had been dropping back all race long after a strong start.

Bayle likewise had problems, culminating in running short of fuel as he struggled to the end in 14th. There were only 17 finishers, with Kenny Roberts Jr. also retiring his Modenas after it went onto two cylinders.

Doohan gained valuable points to extend his title lead to 31, 120-89, over Criville. Aoki is third on 67, leading Cadalora's 59 and Okada's 58 points.

250cc GRAND PRIX

A first-lap crash in this class also cut the field. Notable victims were Jeremy McWilliams, Jose Cardoso and Marcellino Lucchi, who blamed fellow faller Luca Boscoscuro for an amateurish and hot-headed error, and made his opinion plain with a good punch trackside.

The leaders were long gone, however, with Waldmann and Jacque making the running, and Biaggi soon starting to lose ground behind. Capirossi had gone ahead of him before his problems began, the engine stopping twice, dropping him to ninth the second time it happened, on lap three.

Behind him, Tohru Ukawa and Stefano Perugini embarked on a race-long battle for fifth, with the younger Aprilia rider only losing touch with Ukawa's Aprilia in the closing stages.

Jacque led several times until, on the sixth lap, he also started to lose ground, saying later that he was having trouble braking with a full fuel load. Waldmann kept on charging so that by half distance he had a lead of more than a second. But Jacque's bike was getting easier to handle as the fuel burned off, and now he started closing up again.

On lap 20, as Capirossi broke the record for the first time on his epic ride through the field, Jacque was starting to challenge and, on lap 22, he got ahead for the first time. Waldmann pushed him back again, and the battle to the flag commenced.

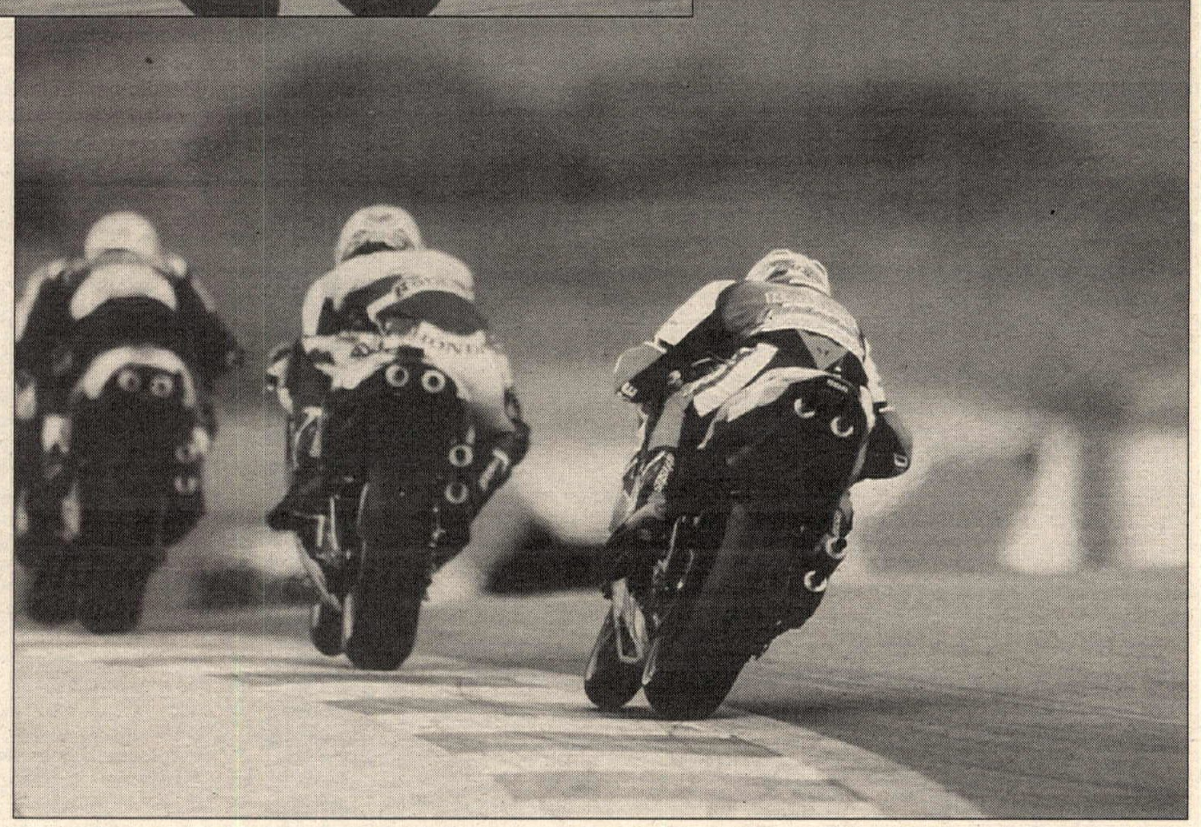
It was resolved as they went into the turn-three right-hander. Both were very late on the brakes, but Waldmann's error was to leave enough room for Jacque to run up inside him. When he swung the bike over toward the apex, Jacque was already there and, though the German was livid at what he saw as dangerously forceful and out-of-control riding, there was nothing he could do about it. The two bikes touched, and Waldmann bounced off toward the outside edge. By the time he'd recovered, Jacque was gone, to win by just over a half-second.

Biaggi had been holding a lonely third, losing touch but staying comfortably clear of pursuit, until Capirossi turned up. The Aprilia rider broke the record again on lap 22 as he closed the gap, and as they started the final tour he was in a position to attack.

It took all of Biaggi's force of character to make the attack unsuccessful. Capirossi was inside and marginally ahead as they came out of the last corner, but Biaggi moved right across so that they almost collided, while at the same time having just enough power to nose ahead again, taking the last rostrum spot by three thousandths of a second, the two bitter rivals swapping insulting gestures as they crossed the line.

Ukawa hung on to fifth. Tsujimura had been with him and Perugini, but dropped back in the closing laps to finish seventh. Then came Aoki in a lonely eighth.

The next group was involved in an exciting battle; both Suzukis were eventually overcome by the faster private Aprilia of Sebastian Porto, but Numata fended off Luis D'Antin's Yamaha.



(Above) Carlos Checa (8) finshed sixth. (Right) Luca Cadalora chases Aoki, Checa and Okada. Cadalora ended up third .

(Left) Olivier Jacques celebrates his win in the 250cc Grand Prix. His win came after a hard-fought battle with Ralf Waldmann (above).

Doohan's 40th pole

With the surface slippery and conditions windy and cool, practice took time to get going. By the time there were only 15 minutes left, however, it was all action. Overall, there were five changes of pole position in the final session, with Michael Doohan starting and finishing on top. In the meantime, Carlos Checa went faster, then Tadayuki Okada, then Doohan, then Okada again. Then came the final showdown. Doohan put on new tires and went out to reel off a pair of consecutive 1:28 laps, the only rider to break 1:29. The luckless Okada, however, trying to follow suit, was in the penultimate corner when a puff of wind got under the bike and lifted it off the track. He fell heavily and, though nothing was broken, he had a very painful contusion on his hip, and was a doubtful race-starter.

Doohan's second pole of the season was his 40th, as he keeps on racking up the records, and was achieved after relatively smooth progress. He had switched to 1996 front forks at this track of heavy braking and downhill corners, but otherwise there was little to report.

"I just went through practice working on the setup and finding the right tires," he said. "I only hope it doesn't rain tomorrow."

Checa ended up fourth and extremely happy, displaced at the end by Alex Criville, who had come through on the last day after lagging on the first.

"We had some problems with the suspension, but the bike is working very well now," Criville said.

This pushed Luca Cadalora onto the second row, again by far the best non-Honda, but not having an easy time.

"I am having trouble with wheelying (most of the track's few corners are second-gear)," he said. "We tried changing the power character, but we just lost top speed."

Nobuatsu Aoki was next, the last rider in the 1:29s after a smooth session; then came Alberto Puig, happy enough to be on the second row after his poor races in Spain and Italy. "At least we are going in the right direction," he said.

Then came Alex Barros, best of the V-twins, continuing to enjoy a good season after his switch from a V-four.

Anthony Gobert led row three after a strong performance on the Lucky Strike Suzuki, carving two seconds off his Friday time to place in the top 10 in only his second GP.

"I'm starting to feel good on the bike and to use the tires," he said. "I did it by myself. I think you learn more that way than by following other riders."

Teammate Daryl Beattie slotted into 10th at the last gasp, after the checkered flag, but was feeling positive for the first time all year.

"Today we switched back to the settings I had on the bike last year," Beattie said. "We've tried so many different things, but that worked best. I only got one clear lap, so I think there's a bit more to come."

Norifumi Abe was 11th, now hoping for a revival as the season wears on. Then came Doriano Romboni, with 12th the best he could expect at a track with three runs from second through to fifth or sixth gears, where the V-fours have a big advantage over his V-twin.

Juan Borja's Elf led row four from Takuma Aoki's V-twin, with Sete Gibernau alongside, then the ever-impressive Regis Laconi.

It was a bad practice for the Modenas team, suffering vibration and horsepower problems.

"The engine doesn't run in the chassis like it does on the dyno," said team boss Kenny Roberts. This time it was Kenny Jr. who was faster, after solving his handling problems by lowering the bike 6mm. "I've been riding scared all year, but it feels a lot better now," he said.

Jean-Michel Bayle ended up two places down, behind Jurgen Fuchs' Elf; Kirk McCarthy was 20th, ahead of the still-struggling Troy Corser. Jurgen van den Goorbergh was 23rd out of 25 qualifiers, Protat last as he comes to terms with the V-twin Honda he bought to replace his ROC-Yamaha three weeks ago.

The Hondas were working better than the Aprilias in 250cc qualifying, especially because of the slow corners, when the gentler response of the reed-valve engine to the first opening of the throttle makes them easier to ride than the snappish disc-valvers. But which Honda would be on pole?

It looked as though it would be Olivier Jacque, until the very end, when Ralf Waldmann slotted in a quick one to lead by less than two hundredths. And Max Biaggi also pushed through after a troublesome two days, to place third, just over two hundredths slower, in spite of having to change gear the old-fashioned way, declutching and closing the throttle, after persistent problems with his speed-shift system.

The others also had reasons to be cheerful: Jacque because he was sure he could have gone faster, but for traffic; Waldmann because his Mk2 chassis was working better than expected - his preferred Mk1 that cracked at Mugello had been welded, but needed time to settle before he could use it, he said.

Then came Loris Capirossi, less than four hundredths slower, top Aprilia at a track where, he insisted, the 2600-feet altitude made the disc-valve engine suffer on the slow corners, its snappish throttle response made worse still.

Jamie Robinson dropped off the back of the group after suffering vision problems in the closing laps.

Costes was another second behind in 13th, taking his first points of the season, fending off privateer Franco Battaini's Edo Yamaha to the end.

Kurtis Roberts finished a creditable 18th, out of 21 finishers.

Biaggi retained the championship lead, with 91 points to Waldmann's 82 and Jacque's 61. Earlier leader Harada is now fourth with 56 points; Ukawa has 41.

125cc GRAND PRIX

A race of inches went at the last gasp to Noboru Ueda's Honda from the Nastro Azzurro Aprilia of Valentino Rossi, after the pair had been together for almost full race distance.

Docshop Aprilia's Masaki Tokudome had been the early leader, putting in an impressive attempt at a breakaway, only to be pegged back by Youichi Ui's Yamaha, Garry McCoy's Marlboro Aprilia, and Tomomi Manako's UGT Aprilia. All the while, pole-qualifier Ueda was moving through from 10th at the end of lap one, until he joined the group on lap five, promptly pushing through to take the lead from the hard-riding McCoy on lap eight.

Soon he and Rossi were moving ahead of the gang, the young Italian on the Japanese rider's rear wheel, timing his final charge for the penultimate corner. He dived inside under braking.

But Ueda's tactics proved better (and his bike faster). Rossi braked a bit late for the last corner while Ueda hung back, to whip out of the Aprilia's slipstream and lead across the line by four thousandths of a second.

The three-way battle for third was equally fierce. The last rostrum place went to Manako from McCoy and Tokudome.

UGT's Kazuto Sakata was 12 seconds arrears in sixth, after defeating the fading Ui. Jorge Martinez (Airtel Aprilia) crashed out unhurt after being in the leading group earlier on.

Ueda's win gave him the title lead back by four points, 99 to Rossi's 95. Sakata has 69, Martinez 57 and Manako 51. CN

A-1 Ring
Zeltweg, Austria
Results: June 1, 1997 (Round 5 of 15)

125cc QUALIFYING: 1. Noboru Ueda (1:40.080); 2. Valentino Rossi (1:40.126); 3. Masaki Tokudome (1:40.191); 4. Kasuto Sakata (1:40.271); 5. Tomomi Manako (1:40.326); 6. Garry McCoy (1:40.482); 7. Jorge Martinez (1:40.795); 8. Y0uichi Ui (1:40.899); 9. Lucio Cecchinello (1:40.916); 10. Roberto Locatelli (1:41.338); 11. Frederic Petit (1:41.594); 12. Ivan Goi (1:41.805); 13. Dirk Raudies (1:41.818); 14. Gianlugi Scalvini (1:41.830); 15. Mirko Giansanti (1:41.864); 16. Manfred Geissler (1:42.038); 17. Masao Azuma (1:42.200); 18. Yoshiaki Katoh (1:42.639); 19. Juan Maturana (1:42.781); 20. Jarslav Hules (1:42.962); 21. Angel Nieto Jr. (1:43.395); 22. Steve Jenkner (1:43.753); 23. Gino Borsoi (1:43.812); 24. Harold Danninger (1:43.940); 25. Josep Sarda (1:43.183); 26. Bernd Holzleitner (1:44.962); 27. Benny Jerzenbeck (1:45.500); 28. Gerwin Hofer (1:48.147); 29. George Scharl (1:48.525).

250cc QUALIFYING: 1. Ralf Waldmann (1:32.607); 2. Oliver Jacque (1:32.626); 3. Max Biaggi (1:32.650); 4. Loris Capirossi (1:32.684); 5. Stefano Perugini (1:32.930); 6. Tetsuya Harada (1:32.994); 7. Tohru Ukawa (1:32.998); 8. Haruchika Aoki (1:33.508); 9. Takeshi Tsujimura (1:33.635); 10. Sebastian Porto (1:33.908); 11. Marcelino Lucchi (1:34.022); 12. Noriyasu Numata (1:34.027); 13. Jamie Robinson (1:34.560); 14. Jeremy McWilliams (1:34.584); 15. Luca Boscoscuro (1:34.602); 16. William Costes (1:34.850); 17. Luis D'Antin (1:34.857); 18. Cristiano Migliorati (1:35.068); 19. Francesco Battaini (1:35.359); 20. Idalia Gavira (1:35.441); 21. Oliver Petrucciani (1:35.486); 22. Osamu Miyazaki (1:35.600); 23. Kurtis Roberts (1:35.633); 24. Jose Luis Cardoso (1:35.976); 25. Eustaquio Gavira (1:35.982); 26. Emilio Alzamora (1:37.184); 27. Uwe Bolteraurer (1:38.107); 28. Thomas Stadler (1:39.452); 29. Mario Zehetner (1:40.009).

500cc QUALIFYING: 1. Mick Doohan (1:28.803); 2. Tadyuki Okada (1:29.113); 3. Alex Criville (1:29.310); 4. Carlos Checa (1:29.399); 5. Luca Cadalora (1:29.668); 6. Nobuatsu Aoki (1:29.758); 7. Alberto Puig (1:30.615); 8. Alex Barros (1:30.757); 9. Anthony Gobert (1:30.803); 10. Daryl Beattie (1:30.813); 11. Norifumi Abe (1:30.841); 12. Doriano Romboni (1:30.905); 13. Juan Borja (1:30.941); 14. Takuma Aoki (1:31.161); 15. Sete Gibernau (1:31.350); 16. Regis Laconi (1:31.411); 17. Kenny Roberts Jr.

(1:31.513); 18. Jurgen Fuchs (1:31.539); 19. Jean-Michel Bayle (1:31.646); 20. Kirk McCarthy (1:31.827); 21. Troy Corser (1:32.334); 22. Laurent Naveau (1:32.812); 23. Jurgen van den Goorbergh (1:32.968); 24. Lucio Pedercini (1:33.140); 25. Frederic Protat (1:36.667).

125cc GRAND PRIX: 1. Noboru Ueda (Hon); 2. Valentino Rossi (Apr); 3. Tomomi Manako (Hon); 4. Garry McCoy (Apr); 5. Masaki Tokudome (Apr); 6. Kazuto Sakata (Apr); 7. Youichi Ui (Yam); 8. Roberto Locatelli (Hon); 9. Gianluigi Scalvini (Hon); 10. Frederic Petit (Hon); 11. Masao Azuma (Hon); 12. Ivan Goi (Apr); 13. Manfred Geissler (Apr); 14. Juan Maturana (Yam); 15. Steve Jenkner (Apr); 16. Angel Nieto Jr. (Apr); 17. Bernd Holzleitner (Hon); 18. Harold Danninger (Hon); 19. Gerwin Hofer (Hon).

250cc GRAND PRIX: 1. Olivier Jacque (Hon); 2. Ralf Waldmann (Hon); 3. Max Biaggi (Hon); 4. Loris Capirossi (Apr); 5. Tohru Ukawa (Hon); 6. Stefano Perugini (Apr); 7. Takeshi Tsujimura (Hon); 8. Haruchika Aoki (Hon); 9. Sebastian Porto (Apr); 10. Noriyasu Numata (Suz); 11. Luis D'Antin (Yam); 12. Jamie Robinson (Suz); 13. William Costes (Hon); 14. Franco Battaini (Yam); 15. Oliver Petrucciani (Apr); 16. Cristiano Migliorati (Hon); 17. Tetsuya Harada (Apr); 18. Kurtis Roberts (Apr); 19. Eustaquio Gavira (Apr); 20. Uwe Bolteraurer (Hon); 21. Thomas Stadler (Hon).

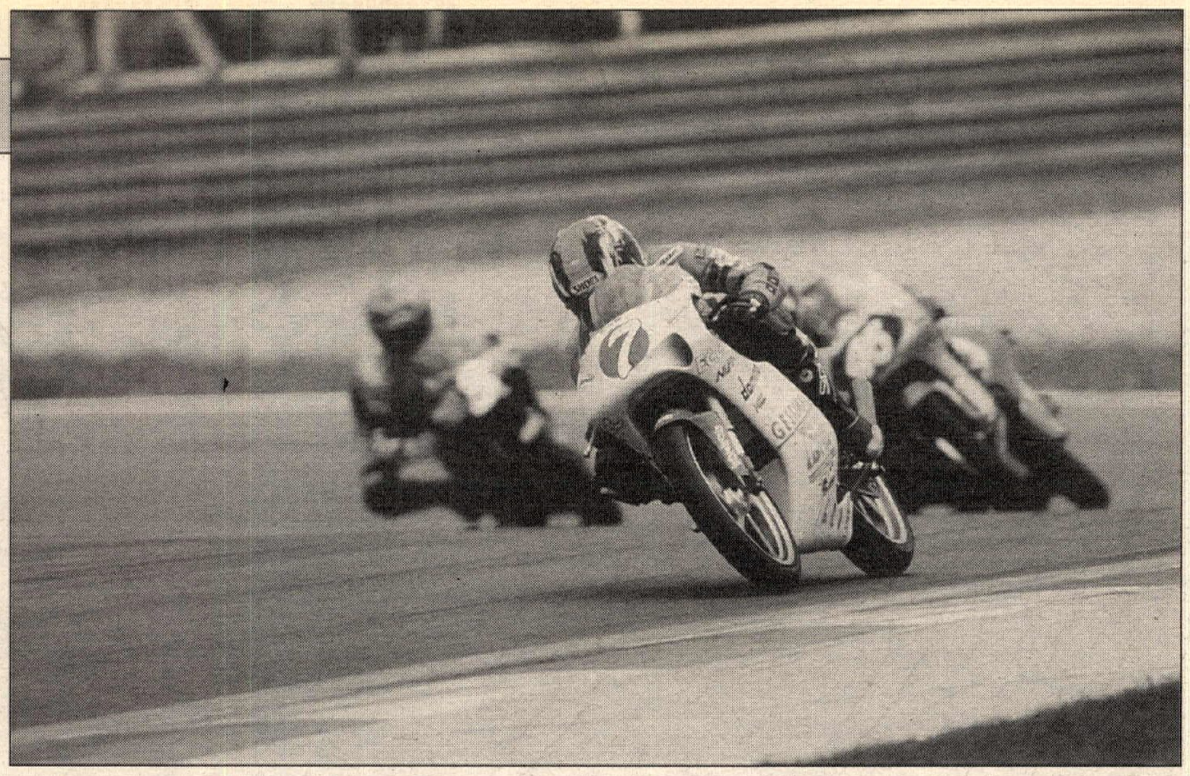
500cc GRAND PRIX: 1. Mick Doohan (Hon); 2. Tadayuki Okada (Hon); 3. Luca Cadalora (Yam); 4. Nobuatsu Aoki (Hon); 5. Alex Criville (Hon); 6. Carlos Checa (Hon); 7. Anthony Gobert (Suz); 8. Alberto Puig (Hon); 9. Norifumi Abe (Yam); 10. Doriano Romboni (Apr); 11. Daryl Beattie (Suz); 12. Juan Borja (Elf); 13. Alex Barros (Hon); 14. Jean-Michel Bayle (Mod); 15. Laurent Naveau (Yam); 16. Lucio Pedercini (Yam); 17. Kirk McCarthy (Yam).

125cc WORLD C'SHIP POINT STANDINGS (After 5 of 15 rounds): 1. Noboru Ueda (99/2 wins); 2. Valentino Rossi (95/3); 3. Kazuto Sakata (69); 4. Jorge Martinez (57); 5. Tomomi Manako (51); 6. Masaki Tokudome (47); 7. Garry McCoy (38); 8. Masao Azuma (34); 9. Frederic Petit (29); 10. Yoshiaki Katoh (25); 11. Roberto Locatelli (23); 12. Gianluigi Scalvini (18); 13. (TIE) Mirko Giansanti/Ivan Goi (17); 15. Hideyuki Nakajo (16); 16. (TIE) Youichi Ui/Lucio Cecchinello (15); 18. Peter Oettl (10); 19. Kazuhio Takao (8); 20. Jaroslav Hules (7).

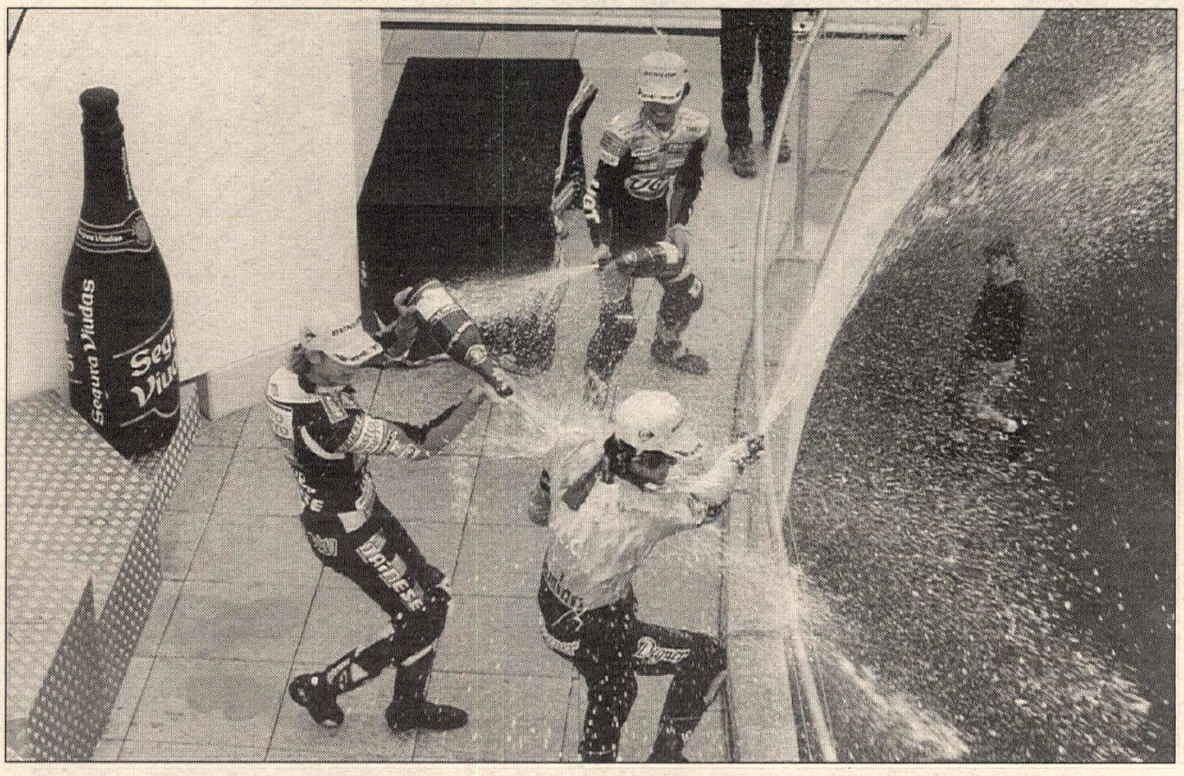
250cc WORLD C'SHIP POINT STANDINGS (After 5 of 15 rounds): 1. Max Biaggi (91/2 wins); 2. Ralf Waldmann (82/1); 3. Olivier Jacque (61/1); 4. Tetsuya Harada (56); 5. Tohru Ukawa (41); 6. Haruchika Aoki (40); 7. Takeshi Tsujimura (35); 8. Loris Capirossi (34); 9. Noriyasu Numata (33); 10. Stefano Perugini (29); 11. Daijiro Katoh (25); 12. Jeremy McWilliams (21); 13. Marcelino Lucchi (20); 14. Sebastian Porto (17); 15. Luis D'Antin (15); 16. Jamie Robinson (14); 17. (TIE) Yukio Kagayama/Oliver Petruciani/Oasamu Miyazaki/Franco Battaini (10).

500cc WORLD C'SHIP POINT STANDINGS (After 5 of 15 rounds): 1. Mick Doohan (120/4 wins); 2. Alex Criville (89/1); 3. Nobuatsu Aoki (67); 4. Luca Cadalora (59); 5. Tadayuki Okada (58); 6. Norifumi Abe (42); 7. Takuma Aoki (37); 8. Alex Barros (32); 9. Carlos Checa (30); 10. Alberto Puig (25); 11. (TIE) Doriano Romboni/Sete Gibernau (21); 13. (TIE) Daryl Beattie/Regis Laconi (20); 15. Jean-Michel Bayle (15); 16. Anthony Gobert (12); 17. Norihiko Fujiwara (7); 18. Troy Corser (4); 19. Juan Borja (6); 20. Jurgen van den Goorbergh (4).

Upcoming Rounds:
Round 6 - Paul Ricard, France, June 8
Round 7 - Assen, Holland, June 28



(Right) Noboru Ueda (7) won the 125cc Grand Prix after a close battle with Valentino Rossi.



(Left) The top three in the 125cc GP celebrate with blasts of champagne.

Briefly...

Alex Criville tested Michael Doohan's **"Screamer"** 180-degree engine after the Italian GP - and decided that he would stick with his familiar Big Bang version. The Spaniard tested the 180 in Australia last year after the final GP, but crashed. Since that time, he has concentrated on the Big Bang engine, leaving Doohan as the only rider of the revised and updated revival of the pre-'92 motor. Now he was asked to test the machine for his opinion on the problems Doohan has experienced - mainly concerned with downshifting, because the 180 motor loads the gears differently than the Big Bang. His crew has already fitted a higher-lift clutch (bigger master cylinder) to ease the passage of the gears, while Doohan uses an eight-plate clutch (as compared to the usual six-plate) with lighter springs to ease the burden on a left hand that also operates a thumb brake. "I prefer the bike that I know. For me, there is no advantage in the other motor," Criville said. Doohan, however, might disagree - and part of the advantage must be psychological, for both he and his teammate/rival know that Doohan can win on either type of bike.

Kenny Roberts' proud boast that **Modenas** can make changes and improvements much faster than the Japanese factories gained weight in Austria with both external and internal changes to the Marlboro-backed three-cylinder KR-V3 machine. A revised and more bulbous fairing was the obvious evidence - fitted to one of Jean-Michel Bayle's machines. This comes after wind-tunnel tests revealed many aerodynamic shortcomings in the first version; more revisions will follow. The other change tackles a subtle problem that has been troubling Kenny Roberts Jr.: a lack of flywheel effect from the lightweight crankshaft, which tends to lock and slide the rear wheel on the way into the corners. (The effect doesn't seem to trouble Bayle.) A new crankshaft with added weight was provided for Roberts Jr. in Austria. The bike is still far from fully developed. Bigger changes should be ready for Assen, two races down the road. At Austria, however, the bikes were suffering serious vibration problems.

Daryl Beattie also had a fairing change in Austria. While teammate Anthony Gobert concentrates on the all-new XR-87 version of the Lucky Strike Suzuki V-four, Beattie is still using a hybrid: the new engine in last year's chassis. In the past two weeks, however, the team has managed to graft the slimline XR-87 fairing, radiator and airbox onto the larger older chassis. "We noticed in Italy that Gobert's bike was running a little cooler than Daryl's, and had a slightly higher top speed," said race engineer Hamish Jamieson.

Controversy surrounds the Spanish **Movistar Pons Honda** team run by ex-250cc champion Sito Pons, after two bad races with no results. In Spain, both riders Alberto Puig and Carlos Checa crashed; and in Italy, Checa crashed and Puig pulled into the pits in tears, so far off the pace that it wasn't worth continuing. Now the sponsors are said to have issued an ultimatum: Puig has two more races to prove himself or face replacement, while the team's top technical man, Santiago Mulero, has been switched from the supposedly more senior Puig to Checa.

Luca Cadalora is top choice to replace Puig, from the Spanish side - but while the Italian former 125 and 250cc World Champion is not under contract with his existing Yamaha team, that does not necessarily mean he is available. Cadalora, typically, responded with a smile and no comment, while Peter Clifford, new manager of the former Promotor Yamaha team, said, "It's not surprising that people are after Luca, because he's going very well." Neither Cadalora nor teammate Troy Corser have contracts with the new management of the team, which was taken over by American millionaire Bob MacLean at the start of the European season in Spain. MacLean brought in a new sponsor, Austrian energy drink Red Bull, to replace Austrian energy drink Power Horse, after original team owner Alfred Inzinger ran into financial problems. "We are negotiating contracts with the riders, and also with Red Bull," Clifford said. "We expect things will fall into place, and we're also hoping that Red Bull will be involved next year, as well. But it all remains to be finalized."

Get those umbrellas changed! That was the order from race director **Roberto Nosetto**, after a track tour on the first day of practice showed the Austrian marshals were taking shelter from the wind beneath generous yellow umbrellas. They looked too much like yellow flags to Nosetto, who demanded an immediate change. He also found that on the first day - a normal working Friday for the volunteer staff - the total number of marshals was short of the 170 required by the regulations. Under threat of punishment up to and including cancellation of the event, another dozen part-timers from the security staff were pressed into service for the afternoon. Austria is not alone in running below strength: A fortnight before, the Italian GP organizers made a proud list of the full extent of their track service facilities; it included seven ambulances - and five drivers.

The progress of **Troy Corser** in the 500cc class has been slower than expected for the reigning World Superbike Champion. His biggest problem - confirmed by both rider and team - is finding the necessary confidence in the front wheel to pitch the bike into corners hard.

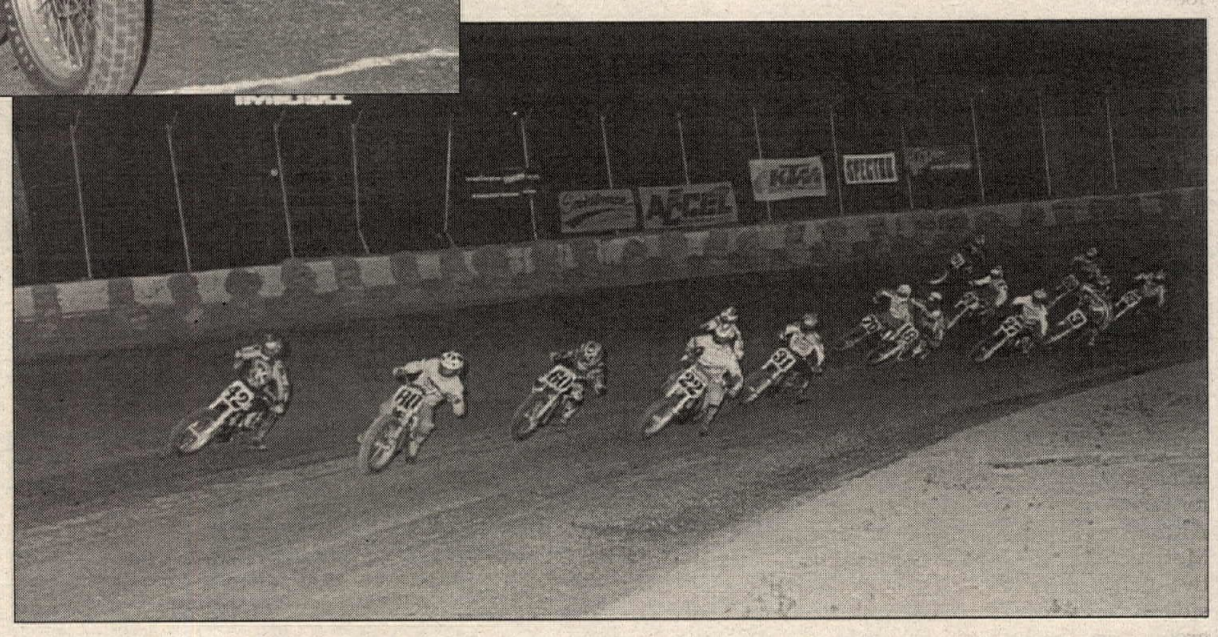
Race director Roberto Nosetto has acted to stop the growing practice of stopping on the track on the slow-down lap to perform **tire burnouts** or even for the race winner to pick up his national flag. A statement issued in Austria officially informed teams and riders that stopping "on the racing surface" was to cease on the grounds of safety. A rider wishing to pick up a flag (or, in the case of Valentino Rossi in Italy, a fashionably dressed blow-up doll) must ride to the side of the track, then rejoin when safe to do so. Those with slightly longer memories recalled the U.S. GP of 1989, when a frustrated Kevin Magee stopped to perform a burnout after the race, and was hit from behind by an inattentive Bubba Shobert. Magee suffered serious ankle injuries, and Shobert was lucky to survive serious head injuries.

The **Austrian wild-card riders** did not cover themselves with glory. One 125cc rider, Wolfgang Brandstette, was disqualified from the class after setting a time 14 seconds slower than pole in the first practice; another in the 250cc class, one Robert Zwidl, withdrew after free training, and was widely suspected of having come along only in order to get the six free paddock passes that came with the ride. It led to a memorable comment from German Elf 500cc rider Jurgen Fuchs. "Can you tell me who is delivering the mail in Austria today?"

The **GP of Brazil** is on again, after Rio track organizers commissioned the required resurfacing in time for the July deadline. Two weeks ago, the event was considered unlikely to take place.

King's birthday present

(Left) Rich King celebrated his 34th birthday by earning the third Grand National win of his career at the Starved Rock Grand National Short Track in LaSalle, Illinois. King also took over the series points lead. (Below) King (80) led right from the start of the 16-rider final. His challengers included Steve Morehead (42), Dan Stanley (60) and Dan Butler (22). (Bottom) Butler (22) got past Stanley (60) and rode to a career-best-matching second place for the Gardner Racing/Walters Brothers H-D team.



By Dave Hoenig
Photos by Flat Trak Fotos

LASALLE, IL, MAY 31

If you're a Grand National dirt track racer and perchance a Grand National race is held on your birthday, what better gift to give yourself than a first-place trophy?

That is exactly what Corbin Racing/Rogers' Racing's Rich King did at the Starved Rock short track Grand National at LaSalle Speedway. King celebrated his 34th birthday by winning the third Grand National of his career and becoming the fourth different winner and series points leader in as many rounds of the still-young '97 tour.

"I knew I had it right from the beginning," King said. "Yeah, right - I'm lying. I got out front a little ways, and then I didn't want to do anything stupid."

King led all but the first lap on the high-banked quarter mile. His only interruption was on lap 17 as the red flag came out, when Davey Camlin had tangled with Kevin Varnes and fell hard while exiting turn four.

The always-volatile single-file restart would begin a nine-lap dash to the finish. King took the option of restarting at the bottom of the race track.

"I was pretty comfortable on the restart," King said. "I wanted to start the restart down low. That's where I started the main, and I felt great down there. I know everybody else runs way up high, but I like it down low; that's where I started both times, and it worked good for me. It was plenty wet enough down there."

King picked right up where he left off and led the remainder of the race.

Gardner Racing/Walters' Bros. Harley-Davidson-sponsored Dan Butler held on to the number-two position the rest of the way, even though Varnes and Kenny Coolbeth closed in during the late laps.

"The bike was working all day; we didn't do anything to it, just a few minor tweaks and cut a tire," Butler said. "We needed that one to bring us up. It was really working. Those guys had the bike dialed in for me. I just had to get on and turn the gas, be smooth on it. Greg and Tort and everyone have been working so hard on the bikes; I'm just glad to do this for them."

Varnes' excellent ride on his factory KTM Sportmotorcycle USA/J&M Racing Products/Shell-backed ride netted him a third-place finish, marking the first time that the KTM factory has visited a Grand National podium

"That's the best the factory KTM has done in dirt track," Varnes said. "It accelerates really hard, kind of like the 750 Honda, really. The bike is getting better all the time."

Clouding Varnes' effort, though, was a post-race fuel check. The test at the track revealed a specific-gravity infraction, and a fuel sample will be sent to the AMA lab for further evaluation.

Dave Burks Motorsports/Harley-Davidson of Missouri/Bill LePage-supported Kenny Coolbeth had his most productive race of the young season, posting a fourth-place finish. "Morehead was kind of in my way, but I just kept my head on straight," the former Rookie of the Year said. "I got around Steve, then it was too late - the checkered flag dropped."

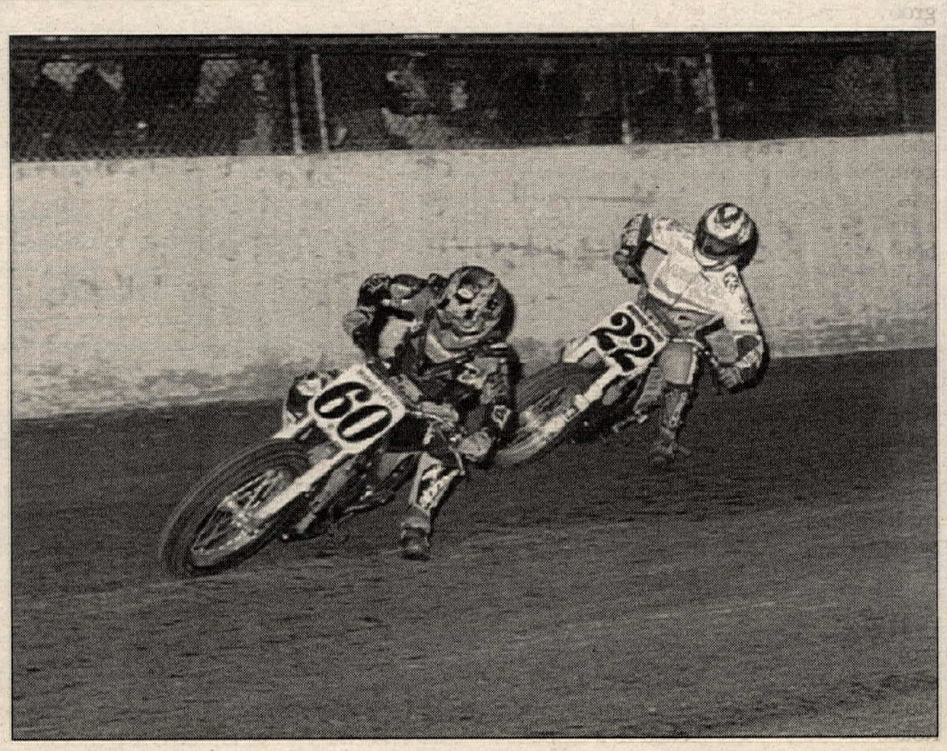
Veteran Steve Morehead worked his way from second to fifth on his Taylor White/F&S Harley-Davidson entry, but he still considered it a good night.

"We're tickled to death to run fifth," Morehead said. "Those guys were killing me, making all the time in the middle of the corners, while I was slow. When I'd run it in on the rubber, both wheels would take off. I had to keep trying to ride it around underneath the rubber. We were getting good runs off the corners. Mike Wheeler builds a great motorcycle, and all I have to do is keep it on two wheels. I'm tickled. We didn't crash, and we didn't break."

HEATS

With 99 Grand National entries, 15 qualifying heats, along with eight second-chance races, were used to whittle the entrants down to a 60-rider field.

Team 1-800-FASTHOG/Moroney's Harley-Davidson rider Jason Fletcher won the first qualifier and set the four-lap time to beat as he shattered Paul Iwana-



ga's track record with a 1:03.829-second performance. The 14 other winners would not come close to that time, and Fletcher would sit on the pole for heat one.

The Grand National short track format has six 10-rider, 10-lap heats, with only the first two finishers moving on to the main. Everyone else goes to the four semis, where only the winner can advance to the main.

It was Fletcher's teammate Mike Hacker who led heat one into the first turn and was never headed. Chance Darling and Frank Kaiser chased Hacker until Kansas rider Marc Gifford blew by them. Flat tracker-turned-motocrosser-turned-flat tracker Gifford kept his Hancock Racing/ Loral Powder Coating Wood-Rotax in a distant second all the way to the finish for a direct transfer. Darling and Fletcher battled over third and their starting position in the semi.

The second heat was an outstanding race, as John Hlebo III led Daytona Short Track winner Terry Poovey, Morehead and Bartels' H-D's Jay Springsteen in a four-rider pack. Just past the halfway mark, Hlebo left just enough room for Morehead and Poovey to charge by him. Hlebo came right back on Poovey, only to have Poovey reclaim second for good at the end of lap six on his Karl Klement Racing Rotax, as Morehead went on to take the win, with Hlebo, Springsteen, Todd Winsett and Geo Roeder battling over third. Springsteen would eventually get by for third.

Total Control Racing's Will Davis looked to have heat three under control on his ATK, but Varnes had other ideas. After dogging Davis for six laps, Varnes took the lead. Davis held on for the direct transfer, while Dave Camlin worked his way around Willie McCoy for third.

Butler slipped around Scott Stump and ran away with the fourth heat. Butler's 10-lap time would be the fastest of the night and land him on the pole for the Grand National final.

"That's our first National pole," Butler said. "Things are really coming around for us."

As Butler pulled away, Parker descended on Stump. On lap four, Parker worked his factory Harley-Davidson around the outside of Stump and took off in pursuit of Butler. All was not smooth for Parker, however, as Paul Morgan and Andy Tresser also moved by Stump. Morgan was all over Parker until turn two of the last lap, when a desperate outside move by Morgan left him off the groove and allowed Tresser to get by.

Washington rider Dan Stanley led the fifth heat on his Budweiser/BBRP Rotax. Recil Hart held down second early, but by lap three Billy Martin occupied that spot. The ride of the night, however, was going on back in the pack, as Coolbeth was working way up from dead last. On a track that made passing difficult, Coolbeth caught Martin on the last lap and made a spectacular pass to move on to the Grand National.

The last heat was a preview of the Grand National, as King moved by early leaders Brett Landes and Charlie Orr. King pulled to a safe lead as five riders battled over second. USC Racing/Z Galleries-backed Ricky Graham led the battle over Orr, Landes, Mike Varnes and Johnny Murphree. Graham would end up in second, well behind King.

SEMIS

Davey Camlin thrilled the Illinois crowd by running away with the first semi aboard his 1-800-FASTHOG/ Moroney's Harley-Davidson-sponsored Rotax. Six riders were locked in a dispute over second. Willie McCoy, Pat Behrle, Todd Winsett, Geo Roeder II, Jason Fletcher and Kevin Atherton all ran nose to tail. Atherton eventually moved off the groove and made the high line work, but it was way too late, as he ended up fourth behind McCoy and Roeder.

The second semi featured a two-rider war over the single ticket to the main. Hlebo got his Loral Lake Racing/ Engines Only-backed Rotax by Doug O'Boyle and pulled a temporary lead. Springsteen finally got by his Michigan neighbor, O'Boyle, and closed on Hlebo, catching the Californian with just two laps to go. On the last lap, Hlebo slipped high coming off turn two and Springsteen got a drive. Hlebo was not intimidated and charged into turn three holding a slim lead. He then held off the three-time Grand National Champion and qualified for his first Grand National main.

Orr, Paul Morgan III and Tresser blasted into turn one of the third semi, but it was Tresser who was not to be denied. Tresser pulled clear on his BSM Motorsports/Harry Hoffman/HMP Wood-Rotax and headed to the Grand National. Orr, Johnny Murphree and Morgan were left behind to fight over second-place semi money.

The last semi fell to another youngster who also made his first Grand National main. Skip Fordyce Harley-Davidson's Billy Martin got the better of veterans Tim Mertens and 600cc ace Landes to land the last available spot in the main.

GRAND NATIONAL

When the 16 Grand National riders filed out to pick their starting positions, polesitter Butler took the far outside slot, while Varnes, Hacker, Morehead, Stanley and King filled out the front row. Parker, Gifford, Graham, Coolbeth, Davis and Poovey made up row two. Tresser, Martin, Hlebo and Camlin were on the last row.

Then the complexion of the race suddenly changed. As the starting light rested on the second yellow, several riders lurched forward. When the dust settled, Varnes, Hacker, Gifford, Graham and Davis were all sent to the penalty line.

"I jumped the start," said Varnes. "Hacker kind of went, and I did, too."

"I had a front-row start and jumped it," Hacker said. "I had to come through the pack and got hung up in the middle trying to pass people. I just needed a good start, and when I jumped the gun and lost the front row... It's hard to get a good start."

"I jumped," Davis admitted. "I rolled across the white line. I didn't really launch away, but my wheel touched it."

When the light finally did flash green, Morehead and King were battling for the lead. At the end of lap one, it was Morehead, King, Stanley and Butler up front. The race was off to a good start, but then Hlebo fell in turn three on the opening lap. Hlebo was able to get off the track and rejoin the race several laps down.

After the jumped start, Parker's choice of starting spots appeared to put him in a very good position. When walking to the line, the seven-time series champion appeared undecided as to where he wanted to start.

"The outside spot was open, and I weighed the options," Parker said. "If you take down low and don't get a holeshot, you're smoked. The guys will start coming down on you, and you're stuck. On the top, even if you get a medium holeshot, you can pick your area better. I got up there and said to Bill (Werner), 'Where do you want to go?' He goes, 'Well, take the top.' I got a good start. I think I was about fifth into turn three. Then Hlebo fell, and I was on the outside of him. It pushed me up high and a bunch of guys got by. On the first lap like that, everybody is still bunched up, and I fell way back."

King muscled by at the start of lap two and was never headed.

"I don't think anybody was putting a lot of pressure on, but I knew they were there," King said. "I didn't know who was there, and every time I came off the corner, I could hear an echo off the wall. I thought someone was breathing down my neck, but nobody was there. There for awhile I was looking back almost every lap, and nobody was closing in, so I just tried to ride smooth."

Graham's race was cut short when he lost a plug wire while running seventh. He was ultimately credited with eight laps and last place.

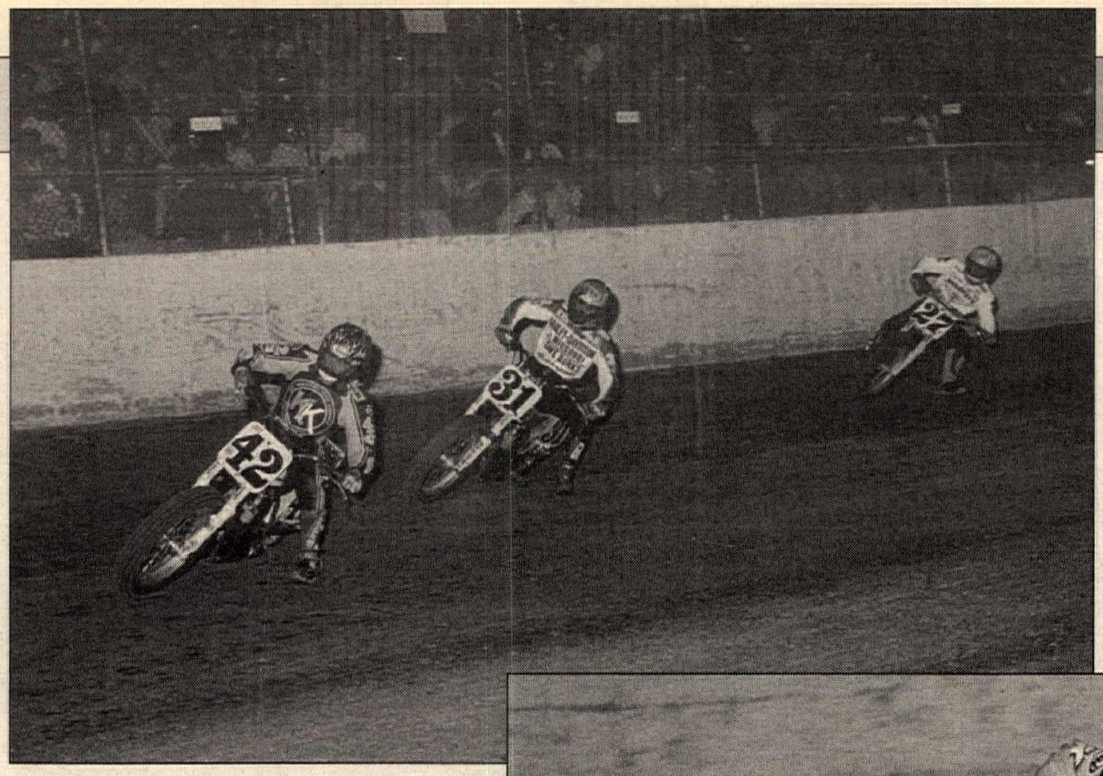
Morehead was in second, under extreme pressure from Dan Stanley, until a mistake by Stanley on lap 11 sent the hard-charging youngster backward.

"I hit Morehead's rear wheel down in turn four, kind of high-sided, and I got off the groove, then kicked it into fourth gear," Stanley said. "It was running good. I think I got a little over-anxious, I think Morehead made a mistake and I got a run on him down the straight. I was going to dive under him, and he got on the brakes; I laid it over the best I could, but got his rear wheel. I was seeing that second place there. It was looking pretty good to me."

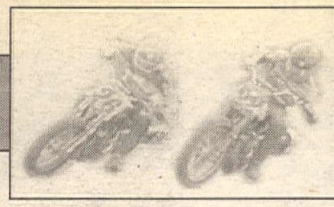
Butler then picked up the challenge, bringing Coolbeth, Camlin and Varnes with him. Varnes was definitely on the gas and moving up. Butler took second from Morehead on lap 14, with Coolbeth staying hot after both of them.

As the tight group exited turn four on lap 17, Varnes, who had just passed Camlin, slipped off the groove and got sideways. Camlin was on the gas and had nowhere to go, hitting Varnes and high-siding viciously. Davis, in a tight pack of riders, was on top of Camlin quickly and hit the downed rider.

"I'm just really upset about Davey's crash," Davis said after the red flag. "I thought I was going to hit him and go over the handlebars. I almost missed him. I don't know if I caught his boot or his leg. It just cleaned my brake lever and footpeg and everything off. It hit something solid - you break three five-eighth bolts that hold that bracket on, plus the footpeg, plus the linkage, and it cleaned it right off. You could hit that with a sledgehammer and it would be tough to break it off. It picked my rear wheel right up off the ground, I was riding on the front. The good Lord was looking out for me; I knew I was fixin' to get hurt. I know he



(Left) Kenny Coolbeth (31) ran down Steve Morehead (42) for a season-best fourth-place finish. Morehead wound up fifth, his best run of the year as well.
(Below) Kevin Varnes put the factory KTM on the Grand National podium for the first time in history, carding a third-place finish after surviving a collision with Davey Camlin.



DIRT TRACK
AMA GRAND NATIONAL CHAMPIONSHIP SERIES

Round 4: LaSalle Speedway

really took a shot. I just hope Davey's okay."

The red flag closed the field and created a nine-lap dash for the win. Undaunted, King picked right up where he left off on the restart.

"I tried a couple of different lines, and the bike just seemed to work wherever I put it," King said. "That's when I knew things were going my way."

Butler was also able to maintain his runner-up position.

"The track was good for me all night, it was beautiful," Butler said. "It doesn't get any better than this. This is what we all live for right here, getting up there (to the podium). I hope Davey and those guys that went down are all right."

Varnes made the biggest move on the restart, as he moved into third within the first two laps.

"I got lucky on the restart, jumped to the outside in turn one and got alongside Morehead," Varnes said. "Going into three, I was able to dive under him. We stayed about equal for a while, then I started coming in a little bit higher, and Danny was staying down. One or two more laps wouldn't have hurt, but a front-row start would have been better. The bike was working perfect. The track started drying out down low, and when I moved up, I was able to close on him."

Coolbeth then worked his way around Morehead for a solid fourth.

"The line was way different in the National, from the heat," Coolbeth said. "They got some moisture on the bottom, and everyone was riding there. I just followed Steve around and tried to get around him."

Morehead held on to fifth, while Stanley held off Hacker for sixth.

"Sixth is my best finish at a Grand National, so we're moving up every week," Stanley said. "It was a good night. We've got a new frame; it's a Circle F Racing Frame, a new single-shock deal. I'm very happy with it."

"My bike almost blew up," Hacker said. "A couple of more laps, and I would have been done. The top bolt in the cam holder jumped off and blew the eye glass out, all those washers and everything were jumping around in there. I couldn't believe it didn't blow up. It's all working pretty good, though. We're sixth in points and I've made every National so far."

Parker, Tresser and Poovey rounded out the top 10. Mired in 11th was the points leader coming into this race and last year's race winner, Will Davis.

"It's tough; everybody is running the same speed, basically," Davis said. "It's hard to make any big leaps, going forward. We weren't as good as I think we could have been. I don't know what it was. I think we could have gone a little faster. We've got to check a few things."

883 NATIONAL

Twenty-eight Sportsters showed up to do battle on LaSalle Speedway's high-banked short track. Three heats were used to set the lineup for the 12-lap, 17-rider National.

The first heat belonged to Bartels' Harley-Davidson's Johnny Murphree, who was an easy winner over teammate Jake Zemke and Las Vegas Harley-Davidson/American Asphalt Grading-backed Jess Roeder. J.R. Schnabel ran a close fourth on his John Parker Racing mount. Also finishing in a tight pack were points leader (and winner of the previous two rounds) Davey Camlin on his 1-800-FASTHOG/Moroney's Harley-Davidson 883, Dudley Perkins' Harley-Davidson-backed Paul Bergstrom, Brian Thomas and Yuhiko Hirao.

A Bartels' rider also topped heat two. Shaun Russell led Moroney's rider Jason Fletcher home. DPC Racing's Willie McCoy edged Skip Fordyce's Billy Martin for third. Bret Beyer put James Hart's Harley into the National, while Robert Miller passed Scott Stump on his Howell's Harley-Davidson for the last transfer.

Corbin Racing's Chance Darling narrowly won the last heat over Moroney's Mike Hacker. Lance Jones was a lonely third on his Widman's Harley. Moroney's teammates Rob Gette and Keith Jacobsen were fourth and fifth. Because this was the slowest heat, only five riders advanced to the main.

In the main event, Murphree led his two teammates, Zemke and Russell, into turn one, but slipped off the groove and handed the lead over to Zemke and second to Russell. Zemke, Russell and Murphree then ran in that order until Rob Gette fell in turn four on the third lap. Gette made his way back to the pits, unable to make the restart.

Zemke picked up where he left off, but with Murphree and Roeder now giving chase. Murphree would stalk his Paso Robles, California, neighbor before taking over on lap 10 of the 12-lapper and going on to victory.

"I was really glad it was my teammate Jake in front of me; he's our road racer, not dirt tracker," said Murphree of the former speedway rider. "I almost lost all my brakes; I had a little at the very bottom of the petal. When I came into the corner, I'd stand on the brake real hard and slide my foot out to try and slow down. It forced me to have better corner speed. I finally got a good drive on the outside, and we won our first National." CN

(Right) Fast-rising young talent: Johnny Murphree picked up his first 883 National win at LaSalle. (Below) Butler (left) and Varnes (right), attempted to cool off the hot-handed King (center) after the main event.

LaSalle Speedway
LaSalle, Illinois
Results: May 31, 1997 (Round 4 of 23)

HEAT 1 (10 laps; 10 riders, top two transfer): 1. Mike Hacker (Rtx); 2. Marc Gifford (W-R); 3. Chance Darling (Hon); 4. Jason Fletcher (Rtx); 5. Pat Behrle (W-R); 6. Bret Beyer (Rtx); 7. Ken Yoder (Rtx); 8. Frank Kaiser (W-R); 9. Don Wilson (Rtx); 10. Kevin Olliges (Rtx).
Time: 2 min., 36.611 sec.

HEAT 2 (10 laps; 10 riders, top two transfer): 1. Steve Morehead (Rtx); 2. Terry Poovey (Rtx); 3. Jay Springsteen (H-D); 4. John Hlebo III (Rtx); 5. Todd Winsett (Rtx); 6. Geo Roeder II (H-D); 7. Paul Iwanaga (Hon); 8. John Nickens III (Rtx); 9. Kevin Atherton (ATK); 10. Dale Jenneman Sr. (Rtx).
Time: 2 min., 38.664 sec.

HEAT 3 (10 laps; 10 riders, top two transfer): 1. Kevin Varnes (KTM); 2. Will Davis (ATK); 3. Davey Camlin (Rtx); 4. Willie McCoy (Rtx); 5. Morgan Coolbeth (Rtx); 6. Doug O'Boyle (Rtx); 7. Scott Shinn (H-D); 8. Dave Hebb (Rtx); 9. Brian Thomas (Rtx); 10. Doni Holeman (Rtx).
Time: 2 min., 36.147 sec.

HEAT 4 (10 laps; 10 riders, top two transfer): 1. Dan Butler (Rtx); 2. Scott Parker (H-D); 3. Andy Tresser (W-R); 4. Paul Morgan III (Rtx); 5. Bryan Bigelow (Rtx); 6. Robert Miller (Rtx); 7. Chris Boone (Rtx); 8. Scott Stump (Hon); 9. Ryan Anderson (W-R); 10. Ian Segedy (Rtx).
Time: 2 min., 35.741 sec.

HEAT 5 (10 laps; 10 riders, top two transfer): 1. Dan Stanley (Rtx); 2. Ken Coolbeth (W-R); 3. Billy Martin (Rtx); 4. Tim Mertens (ATK); 5. Recil Hart (W-R); 6. Paul Lynch (Rtx); 7. Greg Teague (Hon); 8. J.P. Simonsen (Hon); 9. Marco Morello (Rtx); 10. Mark Gruber (Rtx).
Time: 2 min., 38.762 sec.

HEAT 6 (10 laps; 10 riders, top two transfer): 1. Rich King (Rtx); 2. Ricky Graham (Hon); 3. Brett Landes (ATK); 4. Charlie Orr (Rtx); 5. Johnny Murphree (W-R); 6. Mike Varnes (ATK); 7. Lonnie Pauley (W-R); 8. Troy Thames (Rtx); 9. Jeff Annen (W-R); 10. Bob Ybema (Rtx).
Time: 2 min., 37.273 sec.

SEMI 1 (8 laps; 12 riders, winner transfers): 1. Davey Camlin (Rtx); 2. Willie McCoy (H-D); 3. Geo Roeder II (H-D); 4. Kevin Atherton (ATK); 5. Jason Fletcher (Rtx); 6. Pat Behrle (W-R); 7. Dale Jenneman Sr. (Rtx); 8. Todd Winsett (Rtx); 9. Scott Shinn (H-D); 10. Dave Hebb (Rtx); 11. Don Wilson (Rtx); 12. Frank Kaiser (W-R).
Time: 2 min., 05.173 sec.

SEMI 2 (8 laps; 12 riders, winner transfers): 1. John Hlebo III (Rtx); 2. Jay Springsteen (H-D); 3. Doug O'Boyle (Rtx); 4. Paul Iwanaga (Hon); 5. Bret Beyer (Rtx); 6. Morgan Coolbeth (Rtx); 7. Ken Yoder (Rtx); 8. Chance Darling (Hon); 9. John Nickens III (Rtx); 10. Brian Thomas (Rtx); 11. Doni Holeman (Rtx); 12. Kevin Olliges (Rtx).
Time: 2 min., 06.080 sec.

SEMI 3 (8 laps; 12 riders, winner transfers): 1. Andy Tresser (W-R); 2. Charlie Orr (Rtx); 3. Johnny Murphree (W-R); 4. Paul Morgan III (Rtx); 5. Chris Boone (Rtx); 6. Paul Lynch (Rtx); 7. Recil Hart (W-R); 8. Scott Stump (Hon); 9. Mark Gruber (Rtx); 10. Marco Morello (Rtx); 11. Jeff Annen (W-R); 12. Troy Thames (Rtx).
Time: 2 min., 04.707 sec.

SEMI 4 (8 laps; 12 riders, winner transfers): 1. Billy Martin (Rtx); 2. Brett Landes (ATK); 3. Mike Varnes (ATK); 4. Tim Mertens (ATK); 5. Bryan Bigelow (Rtx) 6. Ryan Anderson (W-R); 7. Ian Segedy (Rtx); 8. Greg Teague (Hon); 9. J.P. Simonsen (Hon); 10. Lonnie Pauley (W-R); 11. Bob Ybema (Rtx); 12. Robert Miller (Rtx).
Time: 2 min., 05.372 sec.

GRAND NATIONAL CHAMPIONSHIP (25 laps; 16 riders): 1. Rich King (Rtx); 2. Dan Butler (Rtx); 3. Kevin Varnes (KTM); 4. Ken Coolbeth Jr. (W-R); 5. Steve Morehead (Rtx); 6. Dan Stanley (Rtx); 7. Mike Hacker (Rtx); 8. Scott Parker (H-D); 9. Andy Tresser (W-R); 10. Terry Poovey (Rtx); 11. Will Davis (ATK); 12. Marc Gifford (W-R); 13. John Hlebo III (Rtx); 14. Billy Martin (Rtx); 15. Davey Camlin (Rtx); 16. Ricky Graham (Hon).
Time: None, due to red flag.

AMA GRAND NATIONAL CHAMPIONSHIP SERIES POINT STANDINGS (after 4 of 23 events): 1. Rich King (61 pts/1 win); 2. Will Davis (53/1 win); 3. Scott Parker (45); 4. Jay Springsteen (42); 5. Dan Butler (38); 6. Mike Hacker (35); 7. Kevin Varnes (33); 8. Terry Poovey (32/1 win); 9. Davey Camlin (31); 10. Steve Morehead (29); 11. (TIE) Kevin Atherton (1 win)/George Roeder II (27); 13. (TIE) Brett Landes/Dan Stanley (24); 15. (TIE) Ken Coolbeth Jr./Willie McCoy (23); 17. Ricky Graham (19); 18. Joe Kopp (14); 19. J.R. Schnabel (12); 20. Steve Beattie (11).

HARLEY-DAVIDSON 883 NATIONAL (12 laps; 17 riders): 1. Johnny Murphree; 2. Jake Zemke; 3. Jess Roeder; 4. Willie McCoy; 5. Shaun Russell; 6. Jason Fletcher; 7. Chance Darling; 8. Billy Martin; 9. Robert Miller; 10. Paul Bergstrom; 11. J.R. Schnabel; 12. Lance Jones; 13. Bret Beyer; 14. Davey Camlin; 15. Keith Jacobsen; 16. Rob Gette; 17. Mike Hacker.
Time: None, due to red flag.

AMA HARLEY-DAVIDSON 883 NATIONAL SERIES POINT STANDINGS (After 3 of 15 Races): 1. (TIE) Davey Camlin (2 wins)/Jess Roeder (51 pts); 3. Jake Zemke (32); 4. (TIE) Johnny Murphree (1 win)/Mike Hacker (31); 6. (TIE) Robert Miller/Billy Martin/Shaun Russell (30); 9. J.R. Schnabel (29); 10. Willie McCoy (26); 11. Jason Fletcher (25); 12. Rob Gette (20); 13. Donnie Krusinski (20); 14. Randy Texter (19); 15. Paul Bergstrom (18); 16. Scott Stump (15); 17. Paul Morgan III (14); 18. Chance Darling (12); 19. Tom McGrane (8); 20. Lance Jones (7).

Upcoming Rounds:
Round 5 - Terre Haute, Indiana, June 14
Round 6 - Sedalia, Missouri, June 21

Briefly...

Rich King collected $4105 and the points lead at his LaSalle "birthday party." Second for **Dan Butler** was worth $3050, and a hike to his points total. "We needed this to boost us back in there," Butler said. "It looks like it worked, because we're in fifth in the points now. Now we just have to keep on doing it, get our 750s dialed in, and start from there." Subject to a fuel test, **Kevin Varnes** will have netted $1850 and 16 valuable points.

One of many name riders who were forced to ride the second round of qualifying, **Steve Morehead** made the most of his second chance. "We came from the outhouse to the White House, having to run that second-round qualifier and all," said Morehead after working his way from back-row starts all night to a fifth in the Grand National.

After fighting the weather for two years, promoter **Mike Farley** and his Magic Racing Group finally got a break from the rain. "I've always said I have the hardest working staff around, and if we're given a chance, we'll have a good show," Farley said. It *was* a good show, as everything came off on time, from the airplane flyover, to the sky diver with the American flag on his parachute - which coincided with the National Anthem - to the fireworks at various times during the night. Had it not been for the red flag during the Grand National, racing would have been over before 9:30 p.m. As it was, it was over well before 10 p.m.

The track itself developed a narrow groove during practice and qualifying, but by the time the main ran, the racing surface was drawing high praise. Most riders liked the track, and even though **Will Davis** suffered an 11th-place finish, he still had this to say: "Everybody was going fast - that's the deal. The race track was good, it was pretty easy to ride, so everybody was at the same speed. It wasn't a pole-putter, where you couldn't pass. If you were fast enough, you could pass - but everybody was fast. It was a good race, I think."

Despite the severity of the **Davey Camlin crash**, Camlin was home by Sunday, June 1. "Kevin did everything but fall right in front of me coming out of four," Camlin said from his home. "I just couldn't miss him. I hit his rear wheel and high-sided. Will ran over both my legs after I was down. They X-rayed everything at the hospital, and I thought for sure they would find something at least cracked. It all came back negative; I'm just bruised and beaten up. I'll be back in a couple of weeks for Terre Haute."

Both **Joe Kopp** and **Steve Beattie** were missing from this week's action after suffering injuries at last Friday's Mineral Wells Grand National. Deeley Harley-Davidson-backed Beattie has an injured knee, while Kopp could not get a doctor's release for his injured shoulder. The Sacramento Harley-Davidson-sponsored Kopp may have tendon damage in his shoulder, which could sideline him for a while.

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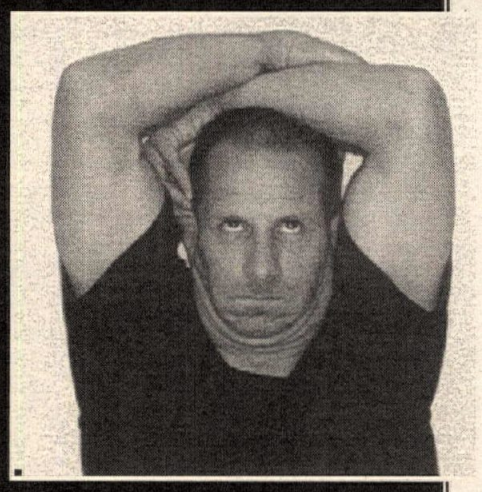
HUNGRY FOR ACTION?

HERE'S THE MENU:

The AMA National Motocross series heats up as the riders re-focus their training and skills towards the outdoor championships. McGrath, Albie, Henry and Emig all want the 250cc Championship while Windham, Dowd, Lamson and R.C. battle for the 125cc title.
Plus, Hill Climbing, Trials, Drag Racing, the Honda Hoot and the Grand National Cross Country Series!
All on MotoWorld!

The AMA Motocross Series swings east in June to some of the toughest tracks in the nation. The action begins with the Hi-Point National in Mount Morris, Pennsylvania. Then, swings to the Budds Creek Motocross Park in Maryland. Finally, the stars of the sport take on the challenge of the Southwick Motocross National, a track notorious for its endless sand whoops, jumps and ruts!



Viva Las Vegas! Jerry takes a Honda Passport road trip across the desert to Las Vegas for the final round of the Supercross series. Along the way is go-kart racing with Jeremy McGrath, then an interview with newly-crowned Supercross Champion Jeff Emig!
Then, it's time for the INDY 500! Bernardo joins seven-time National Champion Jeff Ward as he takes on the biggest open-wheeled auto race in the world, the INDY 500. Wardy has qualified in the third row, seventh on the grid, the first motocrosser to ever go so fast at INDY! Don't miss it on MW2 Rev It Up!

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Date	Eastern Time	Description
6/1/97	7:30 PM	MotoWorld
6/4/97	3:00 AM	MotoWorld
6/6/97	7:30 PM	MotoWorld
6/6/97	8:00 PM	Mt. Morris Motocross
6/7/97	4:00 AM	Mt. Morris Motocross
6/7/97	12:30 PM	MotoWorld
6/7/97	7:30 PM	MW2 Rev It Up
6/9/97	12:00 AM	MW2 Rev It Up
6/10/97	3:30 AM	MotoWorld
6/14/97	11:30 AM	MotoWorld
6/14/97	12:30 PM	MW2 Rev It Up
6/15/97	3:00 AM	MW2 Rev It Up
6/18/97	4:00 AM	MotoWorld
6/20/97	11:30 PM	MotoWorld
6/21/97	11:30 AM	MotoWorld
6/24/97	1:30 AM	MotoWorld
6/27/97	11:30 PM	MotoWorld
6/28/97	12:30 PM	MotoWorld
6/28/97	3:00 PM	Budds Creek Motocross
6/29/97	12:00 PM	MW2 Rev It Up

THIS WEEK'S SPECIALS:

AMA Supercross Series

125cc 250cc AMA Motocross

MotoWorld

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French flyer

By Henny Ray Abrams
Photos by Gold & Goose

It would be very easy to get lost in the crowd when you're riding for Kenny Roberts and alongside his son Kenny Roberts Jr. But, in his second season of 500cc Grand Prix racing, Jean-Michel Bayle is thriving, irrepressibly inching the Team Marlboro Roberts Modenas KRV3 to respectability, despite what seems like a never-ending tide of setbacks.

After a series of crankshaft problems took him out of the first race in Malaysia, and hit again in practice in Japan, Bayle nursed the ailing Modenas home 14th at Suzuka, giving the team its first GP points. He improved to 12th in at the Spanish GP in Jerez, where both bikes finished for the first time, then broke the top 10 with an eighth in the Italian GP at Mugello after qualifying on the third row in 10th, ahead of both Lucky Strike Suzukis and both Yamaha Team Rainey bikes. Bayle's forward progress suffered a reversal at this past weekend's Austrian GP at Zeltweg, where he qualified 19th and finished 14th, due to an ignition-related misfire.

Jean-Michel Bayle never backed away from a challenge, especially in his previous career. Despite road racing full time since 1993, the 28-year-old Frenchman is still known as a former motocross star - and with good reason. His title collection began in 1981 with the first of four consecutive minicross championships. The 1987 French Supercross crown was followed by the 125cc World Championship. A year later, he added the 250cc World Motocross title to his count before heading to the United States, where he finished second in the AMA Supercross Championship in 1990. The following year is the one for which he's remembered: He not only won the Supercross title, racking up eight wins along the way, but added the 250 and 500cc AMA National Motocross titles as well, becoming the first and only rider to pull off the triple. After a third in the 1992 Supercross wars, he announced he was switching surfaces.

Bayle began on 250s, his immense popularity in France helping him procure a spot on a team at a time when sponsorship was becoming increasingly essential. His best year in the class was 1994, when he finished eighth in the championship. After a dismal 1995, he was tabbed by Kenny Roberts as one of a trio of young riders to contest the 500cc title. In Bayle, Roberts found the perfect student: thoughtful, methodical, inquisitive, and intensely focused. Roberts was initially attacked for his choice of riders; then the results came. Bayle's best was a fourth at Imola, and he qualified on the pole in Brno. He finished his inaugural season ninth in the championship and chose the challenge of developing the Modenas in 1997.

It hasn't been easy, and Bayle has often been frustrated, though he doesn't show it. Publicly he's candid, honest, and upbeat, aware of the problems and always moving forward. When he pits during qualifying, and the team is working furiously, he's a model of serenity.

"The only thing I can do is wait and, when I have the bike in my hands, try to do the best that I can," Bayle says. "That's all I can do."

Though he no longer races motocross, Bayle hasn't lost interest. This seemed like a good place to start.

How closely do you follow Supercross?

I like to know the results and what is going on. Actually, I try to call my mechanic, Cliff White, who is working at Honda. I always try to know what's going on. I lived with it for a couple of years, so it's hard to go away. I talk to Roger DeCoster sometimes. I call him and ask him what is going on. I like it.

Were you surprised when Jeremy McGrath left Honda for Suzuki?

I was not surprised when he left Honda. I was not surprised about his result with the Suzuki, which I think is very great. It's unbelievable. And I'm not surprised to see Roger DeCoster back in front. I think it's good for the sport. Now, I think everybody's thinking about what they did wrong. Suzuki, four years ago, was nothing, and now they are actually the best bike in Supercross. It's an unbelievable change in, like, two years. The Honda, for sure the bike is good. We know the bike is good. But, you know, the racing team is not always the bike. It's people and bike and rider - everything makes a team. That's why we call this a team. Everything has to be great, and I guess not everything was great.

Do you go to the Paris Supercross?

No. Actually, if I had the time, it would be nice for me to go to the States to watch a Supercross, because Paris Supercross is not so much fun for me; too many people around, and I cannot say no. When I was racing I can say no, because I was racing. But now I have to say to people when they have something, no, because I'm not racing anymore in Supercross. It's hard for me to do that. And, of course, everyone says to me, "Why are you not racing and why this and why this?" It's difficult to go there.

Do you still ride motocross?

I still practice and ride only Supercross, only jumps. I don't want to work anymore on a motocross track. I just want to have fun. I still have the ability to ride very well in Supercross. For sure, it's fun to ride. I ride when we need to take pictures (for Oxbow, one of his sponsors). I ride with (Yves) Demaria and (Frederic) Bolley, just to ride together (both are World 250cc Motocross Championship contenders... Editor). I ride a Yamaha. I switched last year because I had a contract with Yamaha. I'm not training as hard as I was training before. But the bike is actually not too bad. But one month ago I did something for a motocross magazine in France and I tried all my bikes from before: my 125 from the World Championship, my 80 Kawasaki from many years ago, like '82, I think. I tried my '91 factory bike, Supercross, when I get the championship. And, it's unbelievable, it's still there. I ride a Yamaha in '97, but my Honda from '91, the factory one, is still pretty good. You know, I was surprised, because I never ride with it. I just keep it in my garage. I just keep it and I ride for the first time one month ago and I was surprised.

How much does the motocross help you in road racing?

I don't use it to train. The problem is, when I start to ride too much, I want to get better and better. I'm pushing too much. When I ride only one time in two weeks, it's okay. I'm just riding for fun. But when I'm riding too much, every morning I say, "Okay, I need to go ride." So it's getting back. I don't want to get hurt riding motocross. I know I have the ability to ride very well, but I'm not riding as much as before. Sometimes, I want to do difficult stuff which I should not be doing. It's better to ride only sometimes and just ride for fun.

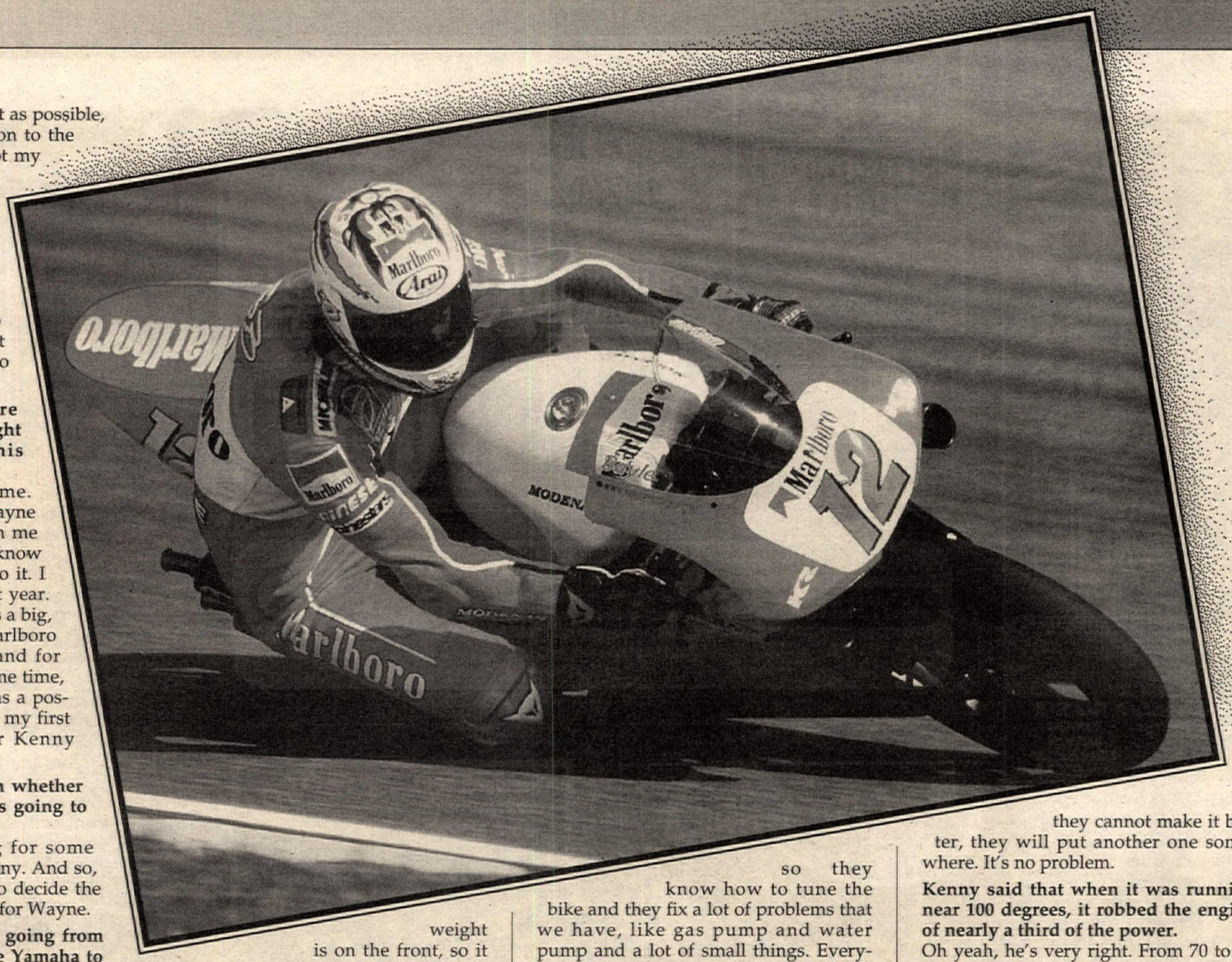
You seem to be pretty focused on road racing right now.

This is part of the deal. When Kenny asked me what I wanted to do for this year, he just told me what he wanted to do, to make a new bike. And we think it's going to be great, and we think we're going to be World Champion with this. And I just asked him, "Do you think I'm going to ride your bike?" and he said "yes." So I said, "I'll be there." Kenny gave me the chance to ride the 500 bike last year, and I like to work with him. When I signed with him, I knew it would be difficult. I knew we would have some problems. But I knew we were going to fix it, and I knew we were going to make good results with this bike. So it's starting to come good. You cannot blame anybody. Everybody is trying his best.

You seem to be chasing different problems each week.

It's difficult, but like I say, I always try to say, "Okay, this is not my job." My

job is to ride the bike as fast as possible, try to give good information to the team, and after that it is not my job anymore. After that, they have to work. And I know they are able to fix it, but in time. For sure, we are facing a lot of small problems and it's always different. But we need to go through this to fix it, so we just wait. What we did is already not too bad with what we have.



Wayne Rainey said there was a chance that you might have ridden for him this year.

It was possible at one time. When I switched to 500, Wayne had the opportunity to sign me up and he didn't. I don't know the reason, but he didn't do it. I rode for Kenny for the first year. So, for sure, now Kenny has a big, big lead. In this world, Marlboro is very important for us and for Wayne and for me. So, at one time, they suggested that this was a possibility, but I just told them my first solution was to ride for Kenny again.

Part of that had to do with whether or not Kenny's project was going to go forward or not.

Yeah, they were waiting for some more information from Kenny. And so, for sure, they were going to decide the possibility to make me ride for Wayne.

Describe the difference of going from the 250 to the 500, then the Yamaha to the Modenas.

Going from 250 to 500 is a big difference. As I said, you have a lot more power, you have to be careful with the power, a lot less than with the 250. I ride the V-three like the V-four last year. The only thing is that it is a little bit more light and more easy to move on the track. The riding style is the same as last year.

Kenny Jr. seems to think that both you and he are better suited to 500s than 250s.

Yeah. It's easy to say that, because we moved from 250 to 500 and we did better results in 500, actually. Actually, we are riding more years, so we are becoming better riders. So I don't know. For sure, for my body, it's more for 500 than 250 - that's for sure. But I think we are getting better every year. This makes a difference also.

How much different is the Yamaha from this?

The V-three is a little bit more light, more easy to ride. Less power, of course. Actually, it's very similar. It's not too much difference. It's more small, but the feeling of the bike is very close. I go through the corners faster, I can get in faster, I can get out faster, but we don't have the top speed and acceleration. And we have to go from a first-gear corner and go to fourth gear and we don't have the good acceleration to do this one. We are very good when we have to come out of corners in third gear and go only to fourth. But if we need to go from third to sixth or first to fourth, it's difficult.

You use a lot of rear brake, don't you?

Quite a lot. It's from motocross, I guess. (Laughs) I think going in the corner, the V-three and the V-four doesn't make a big difference. Keeping the speed in the corner is more easy with a lighter bike, but going in on the brakes doesn't make so big a difference, because all the weight is on the front, so it doesn't matter so much if you have 110 kilo or 130. Everything is on the front and it's not very well positioned.

Does this bike handle as well as everyone thought it would?

Yes, it handles very well. To do what we do today, we need to go fast somehow. We need to be faster than the other bikes somewhere, because they are faster than us in the straight. So we need to go faster somewhere. So the only place we can go faster is corner speed. And we go faster than the V-two, actually, in the corner. It's the same as the V-two, and the V-two is 15 Ks lighter.

You didn't get to ride it very hard in preseason tests, did you?

No, we had so many problems with the engine and we didn't have the time to touch it. And also it was our first time on the track since last year, last race. For sure it was difficult, me not riding since a long time.

When you started the year, were your goals different than Kenny's?

Yeah. Kenny was very... he thought we were doing a lot better, I think. I was testing the bike at this time and he was not. He was just looking at everything that he wanted on paper. He was looking for 115 kilos and he was looking for 170 horsepower and for sure this was looking great. This is still looking great, but I was testing the bike and I knew we were not there. And we are not there right now. But, for sure, when we have the weight at 115 and 160 horsepower, I think it will be very close to what Kenny expects. The only thing is, Kenny was expecting this bike more early. But it's not easy to make a bike like this.

What's improved the most since the first race of the year?

We know the bike better. The mechanics and engineers know the bike better, so they know how to tune the bike and they fix a lot of problems that we have, like gas pump and water pump and a lot of small things. Everything is getting a little better all the time. So it's just normal. A little bit everywhere makes a big difference.

Does that affect your riding?

It gets more easy to ride and you feel like you can go faster. We always ask for some change and for sure, when the change is made, we feel better on the bike, so we are going to push more. Like (Michael) Doohan is working on this bike since seven years. After seven years, it makes a big difference when you know the bike very well.

When you say your expectations were different than Kenny's, what did you expect?

I was riding the bike in testing, and two weeks before we sent everything to Malaysia, at this time I realized that we were late. I was not expecting to do top 10 in qualifying for sure. Not for the first race, because I was riding the bike. And I knew how the other guys were riding. I think what we did in Jerez and what we did here (Mugello) is better than what I expected. Because we are losing engine power to heat. The chassis is very great and we don't have any problems. I'm very happy with the feeling I have with the bike. It doesn't need so much more to fight for the front. A little more.

What does it need?

Acceleration. A little bit more power, more top speed. And just a little bit better connection with throttle and engine.

There have been problems with overheating, and also the bodywork isn't as efficient as they had hoped. Kenny said he'd have it for the next race.

I don't think it will make a huge difference. It will make like everything, it's a step. But it's not something that will make one second a lap. It's just going to make it a little bit better. Hopefully, it will bring more power to the bike, to the radiator. We are trying many different solutions. It's still behind the seat. If they cannot make it better, they will put another one somewhere. It's no problem.

Kenny said that when it was running near 100 degrees, it robbed the engine of nearly a third of the power.

Oh yeah, he's very right. From 70 to 80 degrees, I can feel it.

Does that prevent you from running a draft?

For the heat, it's better to ride alone. It's very bad in the draft. But we're going to fix it. Wind tunnel and air is very, very strange stuff. Very difficult to handle. It's like working under the water. It's very different.

Do you find you have to think about more things on this bike than you did on the Yamaha?

For sure we have more problems, and I try to fix them all. So for sure I have more information to give to my engineer. But, I used to say "everything," so last year I was saying "less" because we had less problems. This year I say "more," because I want more also. In Jerez, we tested for two days, and I think they have work for one month now. They've got so much information.

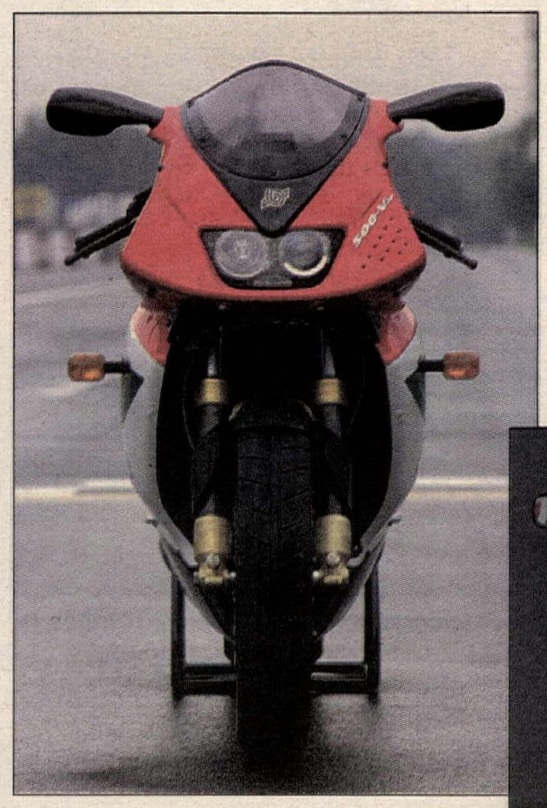
When do you think you'll be in the top 10 consistently?

I don't know, very soon. Probably, you have to figure each time if they run the bike full-on, they can find better carburetion and the engine is going to get a little bit more power, a more easy to ride. Connection with the throttle is going to be better. After they find a little more power in the engine, and get the weight down, it's going to make a big difference. If they put everything together like they want, we aren't going to be very far off.

How do the people in France respond to you?

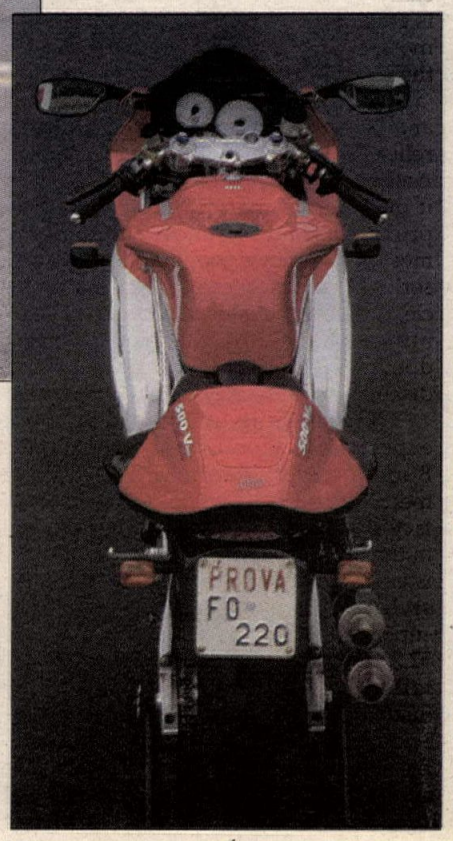
In my case, it's two different people: It's people from motocross, and now from road race because I'm racing road race. These people (the motocross fans) love me. I'm the only guy to road race for them. For sure they like me. And the other guys are the guys from road race. So it's two different. For sure, all the guys from road race are more critical, but that's normal. They want me to win. CN

Reinventing the sportbike



(Above) How's it handle? It's the best-handling street bike ever made.

By Alan Cathcart
Photos by Kyoichi Nakamura



Robbiano Design did the styling for the much-anticipated Vdue. Riding position is compact, but surprisingly well-proportioned, even for a 6-footer.

It's not very often that someone can truly be said to have reinvented the motorcycle, but that's what Bimota has done with the long-awaited 500 Vdue, its twin-crankshaft 90-degree V-twin 500cc racer with lights - the world's first fuel-injected two-stroke street bike, and the most eagerly anticipated production motorcycle of the past decade.

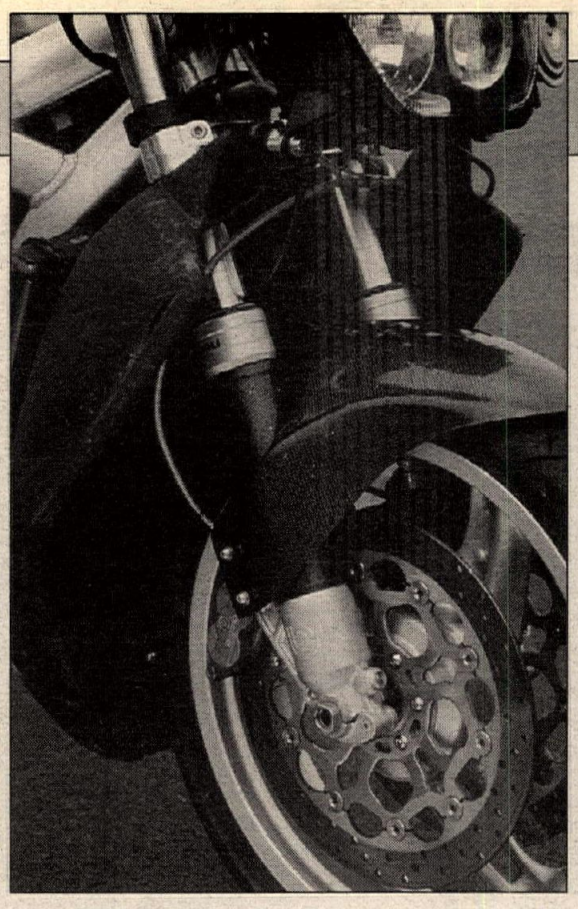
After becoming the first person outside the Italian factory to test it, riding the Vdue in its final preproduction form to give creator Pierluigi Marconi a third-party opinion before the start of deliveries to customers this summer, there's no other conclusion to be drawn. With 25 laps of a private test session on the Monza GP circuit followed by an afternoon of real-world riding, mixing the switchback roads of the foothills of the Alps with the traffic-choked streets of a Milan rush hour, I'm convinced the future starts here: This is the prototype for a new way of sportbiking - the future-tech way.

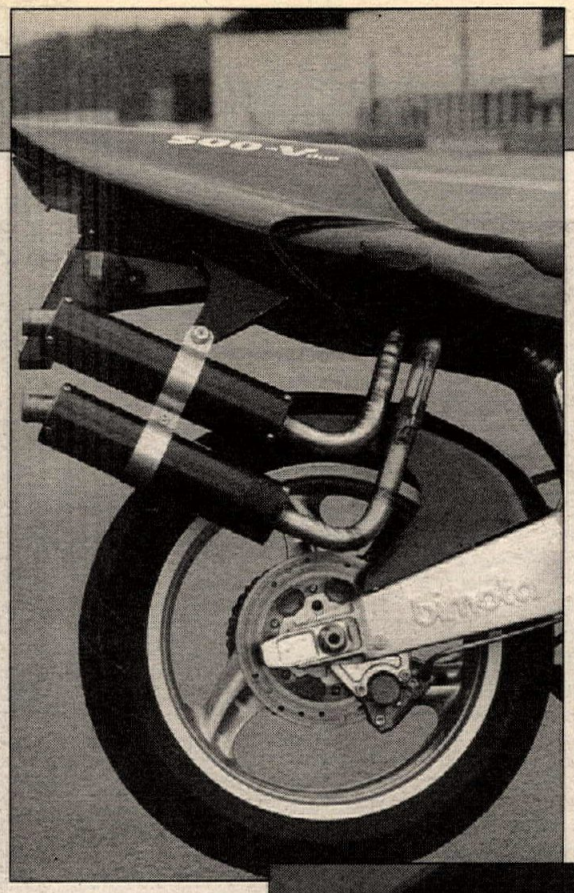
After a long, drawn-out development cycle lasting the better part of the 1990s, during which Bimota chief engineer Marconi's faith in the two-stroke project and its importance for the company's future saw it survive Bimota's near-bankruptcy (for entirely unrelated reasons) and subsequent clean sweep of the management that originally gave it the green light, the world's first "clean" two-stroke sportbike is now entering production at last. A mid-June start is scheduled for full-scale manufacture of the 700 or so bikes that will be built this year.

Barring anymore last-minute delays with suppliers - principally Franco Morini, the Bologna-based engine builder to whom Bimota has subcontracted manufacture of the crankcase reed-valve power unit it designed and developed in-house - who have taken a while to come up to speed and meet Bimota's demanding standards for the production of something rather more trick than a 50cc scooter motor, the customers around the world who plunked down their cash months ago (or years, even) in order to be first in line will be able to get their hands on what has promised - on paper at least - to be the benchmark sportbike for the next millennium. When they do, they're going to be in for a surprise - because even (especially?) the most experienced customer is going to have to relearn how to ride a motorcycle before coming to terms with the 500 Vdue.

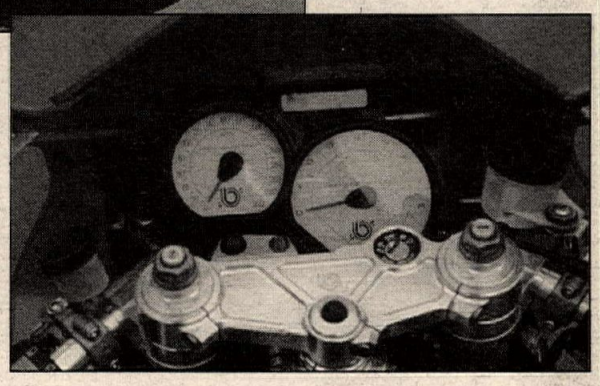
Relax. That doesn't mean it's so evil and bad-natured you need to have the reflexes of Mick Doohan or the balls of Anthony Gobert to be able to master it; it only means that, in return for being provided what is almost certainly the most performance ever delivered by any series production street-legal motorcycle, you must acquire a new set of techniques that will allow you to enjoy doing so. Otherwise, it may a) bite, b) disappoint, or even c) bore.

The first thing to do is adjust your expectations. Looking at the Vdue as Bimota tester Gianluca Galasso and mechanic Stefano wheel the well-used factory development bike out of the van in the Monza paddock, you visually register that, thanks to the Robbiano Design styling, this is a good-looking 400cc supersport-sized bit of hardware: With a 52.75-inch wheelbase, it's short, but too tall to be a 250cc-class stroker like a Suzuki RGV Gamma. So you subconsciously expect that, when you thumb the starter button to fire it up, the noise issuing from the twin carbon-clad silencers on the end of the fat stinger exhausts is going to be the howl of a four-cylinder four-stroke.





(Far left) The same 46mm Paioli forks used on the SB6 are fitted here, and they work magnificently. Brembo 320mm stainless-steel discs - with redesigned four-piston calipers - are used at the front. (Left) About the only visual cue that indicates the Vdue is something truly different - aside, of course, from the Bimota name - is the pair of carbon-fiber silencers and oddly bent exhaust pipes. Our test bike was fitted with an excellent Paioli rear shock, though production bikes will use an Ohlins unit.



(Right) The white-faced gauges could be easier to read - aesthetics over function in this case.

Well, in the Year of the Twin, of course it isn't - but neither is it like any other engine note ever heard before, not even the Aprilia and Honda V-twin GP racers I've ridden in the past couple of years, and especially not the Suzuki T500 Cobra of more than a quarter-century ago, which is the last 500cc two-stroke twin-cylinder roadster I can remember anyone making.

Instead, the Bimota has a deep, gruff, *basso profundo* crack to the surprisingly quiet engine note that sounds incredibly muscular - sort of a two-stroke desmo V-twin, if you can imagine that contradiction in terms, but with the trademark ring-ding of a two-stroke on the overrun. It's simply unique. With the two pistons firing together and no separate balance shaft to iron out vibration (the fact that the twin geared cranks are counterrotating does the job instead), there's surprisingly little vibration, even at peak revs. In fact, there's none at all through the handlebars, despite there being no balance weights on the ends and that the engine is solidly mounted as an integral part of the chassis, and only a little through the footpegs. The only downside is the shrill rattle from the dry clutch, which may disappear when you pull in the light-action lever, but has been the biggest hold-up in getting the Vdue through homologation noise tests.

The next surprise comes when you hop aboard. For a bike that's so compact, it's incredibly well-proportioned. I expected to have a real struggle squeezing my 6-foot frame into place on the Vdue, as was indeed the case with Bimota's Tesi-chassised 500cc V-twin prototype racer that preceded it, which I found a real tight fit. Not so this street version - maybe a reflection of the fact that Bimota's largest market is now Germany, so making riders in that market happy was a top priority.

But that hasn't been achieved at the cost of either balance or handling because, with hand on heart, I can say that the 500 Vdue is the best-handling street bike I have ever ridden in my life, and I defy anyone else not to be similarly impressed when they have the chance to try it. I know you want to hear about the engine - but believe me, the handling is even more awesome, and a key element in harnessing the outrageous top-end performance of that V-twin stroker motor.

Okay, okay - we'll come back to the handling; so twist the wrist and select bottom gear, noting that the throttle action is quite a bit stiffer than you might expect from a fuel-injected motorcycle, because of the four separate butterflies that it has to operate, housed in the central reed-valve box - two for each cylinder. Another minor point you have to come to terms with if you're used to riding two-stroke racers is the subconscious expectation that the Bimota should have a race-pattern up-for-first gearshift. Normally, I never have any trouble remembering which way to shift with all the bikes I ride, but in my first few miles on the Vdue, familiarizing myself with it on the streets outside the Monza *autodromo* before taking to the track, I kept changing gear the wrong way. Well, it's a racer with lights - that's my excuse.

Those first few miles revealed another surprise: The Vdue is incredibly well-behaved and tractable down low, pulling from less than 2000 rpm on part-throttle - so practically off the fast, 1500-rpm idle - before coming on stronger at around 4000 rpm. More surprisingly, it does so without having to use great fistfuls of clutch - though, of course, if you want to impress the crowd that I guarantee will gather around you every time you stop at a traffic light (well, they did in Italy), you can wind 'r up on the gas and pull a start that Max Biaggi would be proud of.

However, in spite of that short wheelbase, and the awesome power-to-weight ratio that an engine producing 105 bhp at the back wheel at 9500 rpm delivers to a bike weighing just 319 pounds with full street equipment, the Bimota is absolutely not a wheeliehound. Considering that this is the big problem of the Honda and especially the Aprilia 500cc V-twin GP racers producing not even 25 percent more power than the Bimota, this came as quite a surprise, but may be a results of the Bimota's shorter 61.25mm stroke, compared to the Honda NSR500V's 68.5mm (Aprilia has never disclosed the engine dimensions of its 500cc-class V-twin).

Unlike these GP racers, the only slightly less powerful Bimota roadster doesn't reach for the sky every time you try to make a fast getaway - though, of course, it *can* if you want it to! Even on the race track, it only lifted the wheel a little exiting the first Monza chicane, when I hit third gear wide open right in the meaty part of the powerband.

Marconi says he too was surprised the Vdue doesn't wheelie more readily, but puts it down to a combination of cylinder porting and EFI mapping, and especially to the bike's inherent front-heavy weight distribution - 55/45 percent static, thanks to the engine's forward location, and even more with the rider aboard. You sit a long way forward, with quite a lot of weight on your wrists, which can get tiring in a 100-mile ride.

Back to the street, though, and riding along in a line of traffic. You'll find the Bimota's two-stroke engine running roughly and snatching the transmission pretty horrifically if you try to keep a constant throttle opening behind a line of trucks and cars. Okay, traditional stroker solution: Use a lower gear and more revs - except that only makes it worse, because now it's hunting in and out of the super-powerband which kicks in at just over seven grand, and the fuel-injection mapping exacerbates the problem. The trick - as taught by Gianluca Galasso - is to use a higher gear and wide-open throttle, in which case the engine will run cleanly from 3000-7000 rpm with no drama, and the Vdue will pull smoothly, with no sign of the snatch. Only one problem: Now you're about to hit the back of the bus you're following! So back off the gas, pull in the clutch and coast in neutral, then let it out again and accelerate hard once you've got a clear space. Then repeat. After a while, this approved traffic technique becomes an acquired skill, as well as less peculiar, just suitable to the job at hand - which is to get the Vdue to an open road where you can start to take advantage of the performance Bimota has delivered. Or, of course, to overtake that bus, when you spot a gap in oncoming traffic: Ain't no double-decker will do 150-plus mph, which I repeat-

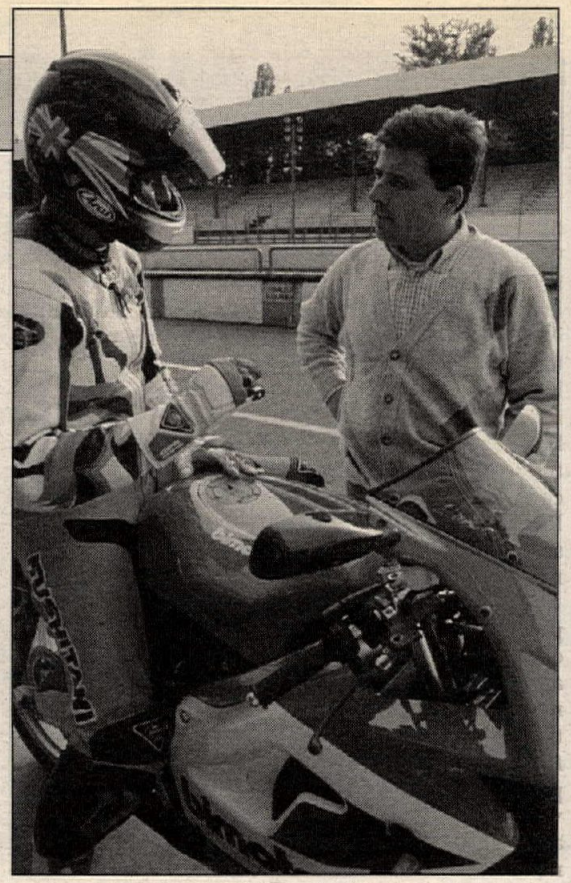
edly saw on the Monza pit straight aboard the Vdue, and Marconi says has been confirmed in independent homologation tests.

As fast as the Bimota is, it's getting there that's the real fun. As soon as you hit that seven-grand power threshold, your view of the world around you changes. It's like hitting the fast forward switch on the video machine - everything goes into overdrive. Of course, on a race track this happens normally, so it's not something to get excited about. It is, though, when your peripheral vision includes trees, houses, lampposts and cars. Nothing else on two wheels with a license plate prepares you for the sudden rush of performance that the Bimota delivers up high - even a CBR900RR rider will get a wake-up call from riding the Vdue. Wow! What a thrill!

There's enough of a kick in the powerband to make you nervous about riding the bike that hard in the wet, as I had to do first thing on my ride day, but it isn't a light-switch power delivery - more a shove that is suddenly severely stronger, rather than an all-or-nothing power turn-on. However, get it wound on up high, and ain't nothing going to stay with you on the road - and we're talking four-wheeled friends here, too, a fact the sad driver of a Porsche Turbo with Swiss license plates is now doubtlessly reflecting on....

On this preproduction prototype, the rev-limiter was set to kick in at 10,000 rpm, at which point the Bimota is still hungry for more - it doesn't have a self-appointed rev limit like most GP racers, which just stop pulling once they top out. On the customer Vdue, Marconi says he'll probably set the cutout at 9500 rpm to start with, while Bimota gains more experience with crank life at high revs in everyday use. That leaves just a smidgen under 2500 rpm for you to play with if you want to pretend you're going GP racing on your Sunday-morning run.

That's enough to work with if you watch the large white tachometer (whose numbers are confusingly not written next to their marks, a piece of designer-ese that makes them practically worthless at a quick glance, the way that most people who ride this kind of bike will use the instrument: Change, please), but even with a 10-grand limiter, I found myself repeatedly hitting it in third or fourth gear, exiting any of the trio of Monza chicanes, when you get hard on the gas and the revs mount so quickly. It probably takes practice to stop yourself from doing it, but the fact is that the engine revs so fast, your brain has a hard time keeping up and telling your left toe what to do, which is to change gear - *now*. That's when you encounter the only real problem on the bike, which is a very harsh, stiff gearchange on which neutral was also hard to find (impossible when stationary at a traffic light), and, moreover, that doesn't always leave you in the gear you want to be in. Marconi says this is a function of the fact this is a handmade prototype cluster, and that production gearboxes (and especially the selector mechanism, which I suspect was the real culprit) will be trouble-free. This is important, not just because it impacts on your enjoyment of the Vdue, but also because of the fact that, on a bike like this, you have to use the six-speed gearbox (which is a GP-style side-loading extractable design) far more than on a four-stroke.



Bimota chief engineer Pierluigi Marconi speaks with the author. Marconi has seen the Vdue project through since its inception.

It is worth noting, however, that it doesn't pay to ride the Vdue like a traditional two-stroke and brake hard for a turn with the clutch in, zipping down through the gears all in one go as you do so. I tried it both ways, and it was consistently better to ride it like a four-stroke, coming down through the gears one at a time, which also allows you to use the surprisingly high degree of engine braking from the big 72mm pistons, which have two rings, thus further adding to the effect of the engine's 12.0:1 compression on the overrun.

However, it would be helpful to add a BMW K1200RS-type digital gear-selector readout on the dash, perhaps incorporating it in the information panel at the top, which allows you to select mileage, trip and water temp by pressing the rubber button in the center of the upper triple-clamp's head stem: It's nice to know what gear you've hooked down to if you *do* ride it GP-style.

A major no-no is the lack of a fuel gauge. Marconi claims a frugal 12 kilometers-per-liter fuel consumption (about 28 mpg), thanks to the direct injection, but I still reckon you're going to be tipping petrol into the 5.3-gallon tank somewhat more frequently than on other motorcycles, so it would be nice to know when that's going to be necessary, thanks! Apart from this, the Vdue is the most fun on two wheels since the days when we were allowed to make friends with the likes of Yamaha RZs and Suzuki RGs, ring-dinging our way to stroker satisfaction on the back wheel.

It's not perfect yet, though. Bimota still has some work to do on mapping the engine-management system, which

Bimota 500 Vdue Tech:

Innovative, futuristic and avant garde - all those absolutes apply in spades to the Bimota 500 Vdue, arguably the most important new production motorcycle to reach the marketplace in the past quarter-century, ever since Honda established the four-cylinder superbike benchmark with its CB750. Now, however, it's Italy's future-tech fashion house of two-wheeled technology, Bimota, which has taken the next great leap forward in sportbike R&D by finding a way to enjoy the benefits of two-stroke technology while overcoming its inherent drawbacks in the caring, sharing, Green-is-good '90s.

Those benefits include a superior power-to-weight ratio versus an equivalent four-stroke; a power stroke every engine revolution, leading to greater specific output; reduced manufacturing costs, due to fewer components; and a more compact mass for more effective chassis installation. But offset against them lie the two-stroke's traditional negatives of increased fuel consumption, reduced component life and, above all, the greater hydrocarbon emissions which were effectively the kiss of death a decade ago for thrill-a-minute ring-dingers like the Yamaha RD350LC and Suzuki RG500 - not to mention perhaps the most ruthlessly sport-orientated two-stroke roadster of all, the Honda NS400 triple.

It's a mark of the genius and determination of Bimota's small R&D team, led by the Vdue project's godfather, company engineering boss Pierluigi Marconi, that all these negatives have been successfully addressed to create a motorcycle that, while clean and quiet enough to be capable of homologation in Switzerland and California, delivers a level of performance so far seen only on the race track. The key to creating such a bike is Bimota's patented direct-injection EFI, which is certain to have a future far beyond this limited-production superstreet application. The benefits it delivers in terms of fuel consumption and emissions control will be applied in future to other, more humble mass-transportation products like scooters, mopeds and even outboard engines: Bimota has already concluded the first of a series of agreements licensing other engine manufacturers to utilize the ground-breaking two-stroke engine technology embodied in the Vdue.

While Bimota is the first to make it into production with a fuel-injected two-stroke motorcycle, Honda and Cagiva have both experimented with EFI on their V-four 500cc GP racers, and, of course, both Aprilia and Honda are currently attempting to take advantage of the lower 231-pound twin-cylinder weight limit in the 500cc GP class by racing their own V-twin designs.

It was the announcement of this rule change back in 1990 that encouraged Bimota founder Giuseppe Morri, then in charge of the company, to sanction development of the Vdue project - the brainchild of his young protege Marconi, who had only taken over the technical helm of the company a year previously, after the departure of his predecessor Federico Martini to Gilera. Let Pierluigi Marconi himself explain how and why the project came about.

"After almost two decades of using other manufacturers' engines to build our bikes, we wanted to produce the first 100-percent Bimota-engined Bimota - but economies of scale meant this had to be a two-stroke," Marconi says. "The capital investment needed to develop our own four-stroke engine could only be repaid with a much higher volume of production than Bimota could ever consider. That in turn meant we had to develop our own fuel-injection system to equip such a motor, because in those days it was already apparent that the emissions hurdle was a critical factor for two-stroke engines, which could only be overcome by means of EFI. Because of this, at no stage did we ever consider using carburetors. Finally, the 500cc capacity then chose itself, because Bimota's policy has always been to participate in competition as a means of developing new models. The FIM's new twin-cylinder weight limit for the 500cc class meant this project was born from that policy - and indeed the idea of going GP racing in future with the Vdue has still not been definitely discarded, though we realize this will entail very substantial costs which we must cover by means of outside sponsorship. But the Vdue was designed from the outset with the emphasis on an eventual sporting application, even though the principal objective was to develop a two-stroke street bike that could be homologated anywhere in the world."

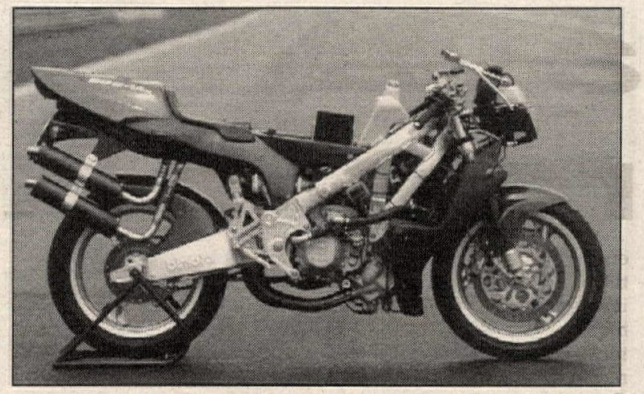
Hence, presumably, the decision to choose a direct-injection format - which produces a cleaner, more economical engine - rather than an indirect EFI (like on the Honda and Cagiva GP racers), which in a two-stroke application delivers more power, but at the expense of dirtier emissions.

The first Tesi-chassised 500cc prototype debuted in 1992 and, true to intent, was developed by means of entering factory tester Gianluca Galasso (a former Italian supersport champion on Bimotas) in the Italian Open series, with a best result of third place on home ground in Misano in 1993, against a field of liter-plus megabike four-stroke racers and superbikes.

However, all this took place against a background of falling sales, leading to Morri's departure from the company he helped found. But his replacement, Walter Martini, kept faith with Marconi's avant-garde project, and besides turning the company around into the latter-day success story that Bimota now is, provided the finances to see the prototype through to production - albeit in a slightly different guise.

For, in 1995, the Tesi chassis was dropped in favor of a more conventional, but minimalist, oval-section tubular-alloy spaceframe, which uses the solidly mounted, liquid-cooled, crankcase reed-valve 90-degree V-twin Bimota engine (with twin counter-rotating crankshafts to eliminate primary vibration) as a fully stressed chassis component comprising the lower part of the frame.

Having been designed for Tesi application, with the front and rear swingarms and suspension effectively hung on to it, the engine is plenty strong enough for this, says Marconi, who also doesn't exclude the possibility of returning to the Tesi concept with a top-of-the-line, ultra-tech member of the Vdue family in future years. Bimota is currently working on an active suspension package for the Tesi design, which in production form would be controlled by the Vdue fuel-injection's CPU, linking front and rear shocks in an intelligent system, with sensors which monitor road speed, throttle position, brake pressure and engine speed.



A typically elegant Bimota aluminum chassis houses the ground-breaking "clean" direct-injection two-stroke. Bimota claims 105 horsepower at the rear wheel for the electronically controlled 90-degree V-twin two-stroke. No street bike in the world accelerates like the Vdue. And you can get one in California.

had a curious occasional hiccup around 9000 rpm in a straight line at Monza that felt like a fuel-delivery problem, and an irritating reluctance to accelerate cleanly wide-open after changing into fifth or top gear at 9500 rpm. It was fine in the lower ratios, so presumably that's just a mapping problem they'll surely resolve. But an important point about an all-electronic motorcycle like this is that Bimota can pass on the benefits of its future R&D to existing 500 Vdue customers, by sending them updates on the engine-management system via their dealer.

The basic mechanical package is in place, and Marconi says they're extremely satisfied with the reliability and life of the mechanical components, removing fears that a high-performance two-stroke may have a short fuse. But future improvements on the electronic package fitted to a bike that is by its very nature avant garde are inevitable, and will be passed on to customers as a matter of course.

Okay, can I talk about the handling now? Only one word: Fabulous - the stuff of dreams. Unbelievably nimble and agile in turns, the Vdue doesn't however suffer from being nervous or twitchy, as you might expect from such a powerful, light, compact package - especially over the kind of rough road surfaces that a GP racer normally never has to cope with.

It feels extremely well-balanced, which may sound strange considering the heavy forward weight bias and relatively extreme steering geometry (23-degree head angle and just 89mm of trail). But what this does is combine with the Michelin rubber to deliver the kind of front-end grip that those of us who race in a relatively underpowered class like Supermono dream of, in the cause of maintaining corner speed without washing out the front wheel. The Bimota delivers just that - yet it also allows you to change direction in the first Monza chicane or a series of fast S-bends climbing the hills around Lake Como with relatively little effort but without sacrificing stability. A long, flat-out turn with bumps littering it - like Monza's Curva Grande, or my best road-legal sweeper on the way back from Canonica, which is a test of any bike - saw the Bimota planted on the road; no weaves, no wobbles, just stay hard on the gas without even shaking the bars. Sorted. The Vdue's engine will leave you impressed - but the handling will be what makes its owners want to find an excuse to go for a ride.

And the brakes! Never a fan of Brembo's new-generation stainless-steel stoppers, I have to admit they've cracked it with the ones on the Vdue: The big 320mm discs and new-type four-pot calipers are The Biz - especially vital when you're riding a performance two-stroke with not very much engine braking.

The Brembos give great all-out stopping power with such a light bike, without excessive dive from the meaty 46mm Paioli cartridge forks (same as fitted to the SB6R). Both these and the Paioli shock - both fully adjustable, of course - fitted to this preproduction bike are surely a key ingredient in its superlative handling, making the decision to fit an Ohlins rear shock to the production bikes (but retaining the Paioli front end) a little perplexing. Perhaps they're worried about Paioli maintaining its quality in production? What Bimota has given us here is the first of what will surely be a new generation of ring-ding road rockets, strokers sanitized for street squirreling in the Green Era by the benefits of fuel injection and computerized technology.

Nothing, but nothing on two wheels with a license plate delivers such a thrill as straddling the 500 Vdue and gassing it up down racer road - a thrill we've practically forgotten how to enjoy. But now, after being all but legislated out of existence, the two-stroke sportbike is back - and the Bimota 500 Vdue is the proof. Even if you can't run to the roughly 30 million lire purchase price ($20,275 in the United States), you'll have cause to be grateful to Bimota in coming years - because it's a safe bet that the Japanese are sitting there waiting to see just how the 500 Vdue turns out, and very soon, they'll know for themselves.

A page has been turned - but how ironic that it should be Bimota, the leading-edge chassis specialists of the past decade and more, that has now shown engine manufacturers the way ahead with this motorcycle. Some switch! CN

Bimota 500 Vdue

Specifications

Engine	Liquid-cooled crankcase reed-valve 90-degree V-twin two-stroke w/ twin counterrotating crankshafts
Bore x stroke	72 x 61.5mm
Displacement	499cc
Output	105 bhp at 9300 rpm (at wheel)
Torque	60.8 ft-lb at 8850 rpm
Compression ratio	12.0:1
Engine management	Bimota/Marelli electronic fuel injection w/ two injectors per cylinder and four 40mm throttle bodies with twin reed-valve blocks, with programmed ignition by single, central plug
Transmission	6-speed
Clutch	Multiplate dry
Chassis	Oval-sections aluminum tubular spaceframe with engine as fully stressed member
Suspension	
Front	46mm Paioli telescopic forks w/ 4.7 inches travel
Rear	Tubular alloy swingarm with Paioli shock and rising-rate linkage (Ohlins in production) w/ 5.1 inches travel
Rake/trail	23°/89mm
Seat height	31.7 inches
Brakes	
Front	Dual 320mm Brembo stainless-steel discs w/ four-piston Brembo calipers
Rear	Single 230mm Brembo steel disc with two-piston Brembo caliper
Wheels/tires	
Front	120/70ZR17 Michelin TX15 on 3.50-in. Marchesini wheel
Rear	180/55ZR17 Michelin TX25 on 5.50-in. Marchesini wheel
Top speed	Over 150 mph
Manufacturer	Bimota SpA, Via Giaccaglia 38, 47037 Rimini, Italy, +39-0549/383493, fax +39-0541/383259.
U.S. Importer	Moto Point, 11 Brilliant Ave, Pittsburgh, PA 15215 412/782-6191, fax 412/782-6195

Absolutely avant-garde radical

When you open the throttle, the computer dials in more compression damping on the rear shock and less rebound on the front, then vice versa under braking. The active suspension's a long way from production - but don't rule out a limited-production, top-of-the-line Tesi 500 Vdue ushering in the next millennium, fitted with such a system.

Meanwhile, however, the conventionally chassised Bimota "BB1" is here and now - its existence entirely due to the radical technology incorporated into its 499cc V-twin engine. At 72 x 61.25mm, this has a much shorter stroke than the Honda NSR500V GP racer's 68 x 68.5mm "square" dimensions, but Marconi explains this with one word: "Revs! In racing form, our engine peaks at 11,500 rpm, and has peak power of 135 bhp at the back wheel, at 11,200 rpm. Of course, we then had to detune it for street use, so that on the production Vdue we have 105 bhp at 9300 rpm, again at the back wheel, with maximum torque of 60.8 ft-lb at 8850 rpm. But I believe that in 500cc GP racing, it's important to have a twin revving to at least 11,500. Our engine is a happy compromise between the Honda, which only revs to 10,500, and the Aprilia, which turns at 12,000 rpm but suffers from the handicap of not being a full-size 500. Ours is the ideal choice."

The Nikasil chrome-bore cylinders each have a pair of injectors, inserted in their forward circumference, which were developed by Marelli for use on the Ferrari Formula One car engine: Revving at 18,000-plus rpm, the Cavallino four-stroke motor has a similar fuel demand to a two-stroke engine turning at over 9,000 rpm, with a power stroke every revolution. Neat fuel (not premix) is supplied to these via a high-pressure (6 bar/80-plus psi) electric fuel pump, and is squirted directly on to the crown of the flat-top, forged pistons, just at the moment they're each closing their respective exhaust ports. This not only gives an immediate vaporizing effect because of the higher piston temperature of a two-stroke engine firing every revolution, and also helps in cooling the piston, in the interests of reliability, but above all results in cleaner emissions and reduced fuel consumption, because of the minimal amount of the incoming charge which is lost through the exhaust ports.

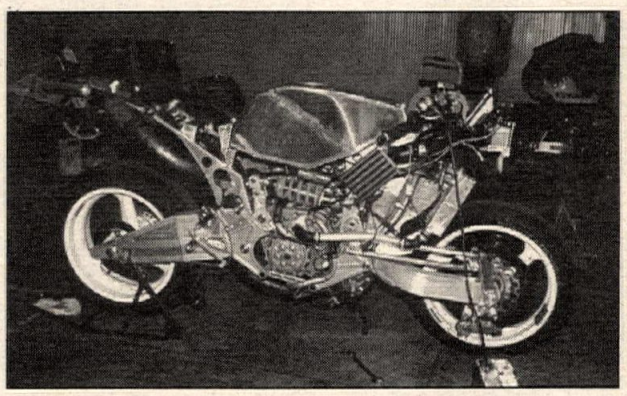
Note that all four injectors operate in unison - the twin crankshafts are geared together so that both cylinders fire simultaneously. Unusual in a modern two-stroke, the forged flat-top pistons have two rings - for added mileage between replacement, says Marconi - and run a high 12.0:1 compression ratio. Air for the mixture is supplied via the four 40mm throttle bodies (two per cylinder) and twin reed-valve boxes housed between the cylinders, facing forward and drawing air from a sealed airbox fed by the ducts on either side of the fairing nose.

However, perhaps the real trick is in the lubrication system adopted on the Vdue, which Marconi says is one of his engine design's major advantages compared to a conventional two-stroke, because it greatly extends component life. To start with, the main crankshaft bearings are lubricated by the same oil as the six-speed extractable gearbox (whose cassette-type design is further proof of the Vdue's racing intent), resulting in the same main-bearing life as a four-stroke. But, in addition to this, the Vdue has a separate oil tank, housing a supply of oil which is not, however, mixed with the fuel at any stage, as on a conventional stroker. Instead, a conventional engine-driven Mikuni oil-metering pump (the same as fitted to a Suzuki RGV250 Gamma) is used to supply oil directly to the big- and little-end connecting-rod bearings (both of which as a result are much smaller than usual on 250cc cylinders: about the same size as on a 125cc single) via holes in the rod and crank - again resulting in similar component life to a four-stroke.

Finally, the same system is applied to the pistons and Nikasil bores, which are lubricated by four oil galleries arranged around the cylinder. The net result of all this is not only drastically increased component life, says Marconi - which makes putting the Vdue into production for the street a practical proposition - but also one anomaly.

"The only thing slightly similar to a normal two-stroke engine is the smoke from the exhaust!" he says. "With less oil being used than on a conventional two-stroke engine, our design is much cleaner, but it does still use more oil than a four-stroke, because the delivery flow is metered by the engine rpm and throttle opening, so there's more lubricant passed. It smokes about twice as much through the exhausts as a four-stroke, but half as much as a conventional two-stroke engine, and we're still well within all existing emissions regulations anywhere in the world, while oil consumption is far less than on a normal two-stroke."

So, welcome to future-tech two-stroke street engineering.



The Tesi chassis was originally used to test the 499cc two-stroke. Bimota also doesn't rule out the future production of a similar machine.

Meet the prototype 21st-century superbike, here today for tomorrow's world. Absolutely avant garde, the Bimota 500 Vdue turns a new page in street-bike science - and perhaps on the race track, too.

"We haven't yet asked the FIM and Flammini to allow 500cc twin-cylinder two-strokes into superbike racing, because we've been more concerned about getting the bike into production for the street," Marconi says. "But I do believe this is something they must consider, because, with appropriate limits on weight and tuning to equalize performance with twin- and four-cylinder four-strokes, there's no doubt that motorcycles like the Vdue will add a fascinating extra dimension to superbike racing, perhaps resulting in the long-awaited merger between superbike and Grand Prix classes. More to the point, they'll allow private teams to go racing cost-effectively - but still with a competition version of a homologated street bike."

Sounds like something for the FIM's Technical bosses to chew on over this winter...!

Double

(Left) The first 250cc moto of the British Grand Prix gets under way, and Sebastien Tortelli is picking himself up at the bottom of the bank after crashing with Tallon Vohland and Pedro Tragter. The rest of the pack is in vain pursuit of Stefan Everts. (Below) Everts won both motos in England to further extend his lead in the 250cc World Championship. (Bottom) Marnicq Bervoets was pleased with second place - his best-ever result at Foxhills.

By Alex Hodgkinson

SWINDON, ENGLAND, MAY 25

It was truly "doubles day" at the British round of the World 125 and 250cc Motocross Series - the only double-header Grand Prix on the motocross calendar - as series leaders Chicco Chiodi and Stefan Everts both strengthened their positions with two-moto sweeps of their respective classes in front of 25,000 spectators at Foxhills Moto Park.

Everts, in search of a third successive crown in the "premier" 250cc class, extended his lead after seven of 15 races to 55 points over Marnicq Bervoets, second overall in England from 2-3 motos, while archrival Sebastien Tortelli encountered further problems and now trails Bervoets by 10 points after a 6-2 moto tally.

Tennessee's Mike Brown lifted himself another place to 12th in the standings after finishing eighth in both motos, but Tallon Vohland's return to race action brought no joy. Already uncertain if his injured shoulder would last the distance, the Californian wrecked his Yamaha in a first-lap tangle with Tortelli in race one, and a knee injury picked up in the collision forced him to exit race two early.

Chiodi's double took him 30 points clear at the halfway stage of the 125cc series, as Italians again totally dominated. Sandro Puzar and Claudio Federici shared the other podium placings and also complete the top three in the standings.

Arizona's Bob Moore was once again unable to race, while Californian Bader Manneh failed to score.

250cc GRAND PRIX

Having each won their respective classes at the facility last year, the confrontation of Everts and Tortelli was awaited with eager anticipation by the huge crowd, but the first moto was soon decided.

"I don't know who it was, but it was a Kawasaki," explained Vohland. "He jumped to the left at the first tabletop and pushed me over. He didn't go down, but out of the corner of my eye I saw Kawa number 24 headed straight for me, and Tortelli slammed into me."

Vohland's bike was wrecked, Tortelli and his bike slithered down the bank into the valley, and Honda of Troy's Pedro Tragter landed on top of the carnage, and retired for the day after hurting the little finger which had already left him pointless at the French GP three weeks earlier.

Tortelli rejoined the race a distant 38th, but Everts had already dived past Miska Aaltonen, Collin Dugmore and Marnicq Bervoets on the first lap to come back down the valley second to Pit Beirer.

The German did not resist for long and, by the end of the second lap, he was already down to third behind Bervoets.

"I'm happy with that," Beirer said. "I don't feel too good today. I've been on the toilet all morning, and Stefan and Marnicq were clearly too fast for me. I never tried to fight them, but I kept the rest off my tail."

Bervoets was also content with second: "I never liked this place. To only lose to Stefan is a bonus."

What could Everts say after winning? It was all too easy for him.

The lack of drama at the front ensured that all eyes turned to Tortelli. Fifteenth after 20 minutes and 10th after half an hour, he was sixth with five minutes plus two laps remaining as Yves Demaria exited fourth with ignition failure. But Peter Iven and Dugmore were just too far ahead. Tortelli was pulling back two seconds a lap, but it was not enough, and he came up one lap short at the checkered flag.

Mike Brown had chosen a central gate and got closed down badly in the first turn.

"They came across me from the left and the right and I just had to pick my way through them again," Brown said.

Fifteenth on lap one, Brown was eighth by half distance, but that is where he finished. Demaria's departure was counteracted by Tortelli's pass, as he battled for much of the second half with Jocke Karlsson and Mark Eastwood.

Prospects of a duel looked more promising at the start of race two, as everyone avoided trouble and Tortelli came around in fifth. Everts had already displaced Bervoets at the same corner as in race one to lead, and Beirer and Dugmore had again gated well. Neither could resist Tortelli for long, but the first three were already strung out, and so it stayed for more than 15 minutes.

Approaching the halfway stage, Tortelli made his charge. He was quickly past Bervoets and had visibly closed on Everts. But a lap later, the Belgian had retaliated.

"I had had a hard first race, but I had to try for it," said Tortelli later. "But when Stefan countered immediately after I made that charge, I knew it was over. Stefan was the best man today and deserved to win."

Vohland quit from an early seventh in pain from his injured knee, but Brown, 10th on lap one, spent the entire race chasing Karlsson, Iven and Werner Dewit. At the flag, he had advanced two places, courtesy of Demaria and Dugmore, both of whom encountered midrace ignition trouble. Eastwood, running four places behind Brown, crashed big-time when he had similar problems.

Beirer slumped to 10th after feeling sick. Karlsson gritted his teeth against the pain from his left toes after stubbing them into the fence two laps from the end, and Frederic Bolley, a lackluster 11th in race one, marched forward stylishly for fourth this time.

125cc GRAND PRIX

The program had opened with the 125s, and the smaller class lived up to expectations as the five quickest men in the class held the first five placings at the end of the opening lap.

Chiodi led from Puzar, Federici, David Vuillemin and Mickael Maschio.

Fifth place was soon left vacant, as Maschio crashed and spent the rest of

the moto recovering from 14th to ninth, but the other four were on the gas.

After 10 minutes, Chiodi and Puzar eased out a small advantage, as Federici seemed to have his hands full with Vuillemin. But suddenly the Husqvarna rider raised the pace a notch higher to close down the two leaders and leave the Frenchman, struggling for horsepower, a lonely fourth.

For lap after lap, the three Italians tore around the valley without a change of position, though Federici tried several times to set up an opening on Puzar.

In the end, it was the two-time champ who nearly executed the decisive move.

With three laps to go, Puzar shot onto Chiodi's rear wheel along the valley floor and up to the final real corner of the lap. The track then swoops through the valley to the finish line, and Puzar dived for the virgin soil on the inside. In the valley bottom, he was alongside Chiodi, but the front wheel bogged in the still-wet puddle which had developed after pre-race watering, and the factory TM slewed sideways.

Chiodi once again had his nose in front, but Puzar had the inside line for the first part of the chicane, which represented the finish line.

"I hooked my gearshift on the marker tires and was stuck in third gear again, just like in Austria," explained Puzar after dropping back to a distant third.

Now Federici took up the challenge. Time and again, he showed Chiodi his front wheel, but the leader refused to be rattled and took the win by half a second.

The home crowd had plenty to cheer, for even after the early departure of James Dobb with ignition trouble, four British-based riders - Jorgensen, Nunn, Prince and Marshall - raced into the points. The first two, teammates in the Cat Honda team, had actually pushed Michele Fanton for fifth until late in the race. "They couldn't decide who should attack Fanton first, and collided," team manager David Thorpe said. "That's what dropped them back nearly to Charlier again. At least they're still talking to each other."

(Left) Sandro Puzar finished second in the 125cc GP with a 3-2 moto tally.
(Above) Chicco Chiodi won both 125cc GP motos in front of 25,000 fans in the British GP double-header.

Manneh barely earned prize money with his 23rd-place finish.

"I got a good gate again," Manneh said. "I was fourth, but Max Bartolini jumped into me on the first lap and put me last."

A reversal of the first moto looked in the cards as Federici dived under Johnny Aubert to lead halfway around the first lap of race two, but the youngster simply did not have the resilience of Chiodi and Puzar. Chiodi took over at 15 minutes, and Puzar was also through to second five minutes later - but no one was going to prevent Chicco's double. Federici had no difficulty retaining third, while Fanton headed off Vuillemin for fifth, with Jorgensen again sixth.

Dobb was riding forcefully this time, and converted a first-lap 10th into a final seventh with a penultimate-lap pass on Belometti. Manneh had crashed alone on the opening lap this time and had to be satisfied with 21st. CN

Foxhills Moto Park
Foxhills, England
Results: May 25, 1997 (Round 7 of 15)

250 1: 1. Stefan Everts (Hon); 2. Marnicq Bervoets (Suz); 3. Pit Beirer (Hon); 4. Peter Iven (Kaw); 5. Collin Dugmore (Hon); 6. Sebastien Tortelli (Kaw); 7. Jocke Karlsson (Hon); 8. Mike Brown (Yam); 9. Mark Eastwood (Hon); 10. Leon Giesbers (KTM); 11. Frederic Bolley (Kaw); 12. Jaimy Scevenels (Hon); 13. Josh Coppins (Suz); 14. Rob Herring (Yam); 15. Christian Stevanini (Hon).

250 2: 1. Stefan Everts (Hon); 2. Sebastien Tortelli (Kaw); 3. Marnicq Bervoets (Suz); 4. Frederic Bolley (Kaw); 5. Jocke Karlsson (Hon); 6. Peter Iven (Kaw); 7. Werner Dewit (Suz); 8. Mike Brown (Yam); 9. Rob Herring (Yam); 10. Pit Beirer (Hon); 11. Josh Coppins (Suz); 12. Christian Stevanini (Hon); 13. Javier Garcia (Yam); 14. Denis Hewartson (Kaw); 15. Cedric Melotte (Suz).

250 O/A: 1. Stefan Everts (Hon); 2. Marnicq Bervoets (Suz); 3. Sebastien Tortelli (Kaw); 4. Peter Iven (Kaw); 5. Pit Beirer (Hon); 6. Jocke Karlsson (Hon); 7. Frederic Bolley (Kaw); 8. Mike Brown (Yam); 9. Collin Dugmore (Hon); 10. Werner Dewit (Suz).

250cc WORLD CHAMPIONSHIP MX SERIES POINTS STANDINGS (After 7 of 15 rounds): 1. Stefan Everts (247/4 wins); 2. Marnicq Bervoets (192/1); 3. Sebastien Tortelli (182/1); 4. Pit Beirer (135); 5. Jocke Karlsson (123); 6. Werner Dewit (106); 7. Peter Iven (104); 8. Frederic Bolley (97); 9. Tallon Vohland (95); 10. Yves Demaria (76); 11. Mark Eastwood (66); 12. Mike Brown (63); 13. Pedro Tragter (59); 14. Collin Dugmore (54); 15. Leon Giesbers (47); 16. Jaimy Scevenels (27); 17. Miska Aaltonen (24); 18. Justin Morris (23); 19. Paul Cooper (22); 20. Joakim Eliasson (18).

Upcoming Rounds (250cc)
Round 8 - Baldasserona, San Marino, June 8
Round 9 - Kester, Belgium, June 22

125 1: 1. Chicco Chiodi (Yam); 2. Claudio Federici (Hus); 3. Sandro Puzar (TM); 4. David Vuillemin (Yam); 5. Michele Fanton (Kaw); 6. Brian Jorgensen (Hon); 7. Carl Nunn (Hon); 8. Nicolas Charlier (Kaw); 9. Mickael Maschio (Hon); 10. Neil Prince (Hon); 11. Andi Kanstinger (Hon); 12. Erik Camerlengo (Yam); 13. Philippe Dupasquier (Kaw); 14. Moises Bernandez (Kaw); 15. Tony Marshall (Yam).

125 2: 1. Chicco Chiodi (Yam); 2. Sandro Puzar (TM); 3. Claudio Federici (Hus); 4. Michele Fanton (Kaw); 5. David Vuillemin (Yam); 6. Brian Jorgensen (Hon); 7. James Dobb (Suz); 8. Alex Belometti (Kaw); 9. Nicolas Charlier (Kaw); 10. Carl Nunn (Hon); 11. Johnny Aubert (Kaw); 12. Mickael Maschio (Hon); 13. Xavier Colomer (TM); 14. Thomas Traversini (Hus); 15. Moises Bernandez (Kaw).

125 O/A: 1. Chicco Chiodi (Yam); 2. Sandro Puzar (TM); 3. Claudio Federici (Hus); 4. Michele Fanton (Kaw); 5. David Vuillemin (Yam); 6. Brian Jorgensen (Hon); 7. Carl Nunn (Hon); 8. Nicolas Charlier (Kaw); 9. Mickael Maschio (Hon); 10. James Dobb (Suz).

125cc WORLD CHAMPIONSHIP MX SERIES POINTS STANDINGS (After 6 of 12 rounds): 1. Chicco Chiodi (207/2 wins); 2. Sandro Puzar (177/2); 3. Claudio Federici (139); 4. Frederic Vialle (105/1); 5. Mickael Maschio (95); 6. Michele Fanton (75); 7. Bob Moore (72/1); 8. David Vuillemin (72); 9. Luigi Seguy (66); 10. Alex Belometti (66); 11. Nicolas Charlier (60); 12. Thomas Traversini (50); 13. Philippe Dupasquier (48); 14. Xavier Colomer (44); 15. Max Bartolini (38); 16. Erik Camerlengo (38); 17. James Dobb (36); 18. Brian Jorgensen (36); 19. Carl Nunn (29); 20. Bader Manneh (25).

Upcoming Rounds (125cc):
Round 7 - Orehova Vas, Slovenia, June 1
Round 8 - Gerstetten, Germany, June 22

Briefly...

Injuries have decimated the 125cc GP elite. Having recovered from his back injuries, **Paul Malin** easily won both motos of the British 125cc Championship one week before his home GP, but in the closing race of the day, in which the 125s race the 250s and 500s head-on, he had passed **Kurt Nicoll** and was closing in rapidly on **Jocke Karlsson** for the lead when he crashed hard: "I have broken two bones in my right foot. The swelling is so bad that I must wear a boot one size higher, but I am in agony every time I let the foot touch the ground. I could only have one injection, so I had to try to qualify without one." After failing to qualify, Malin will miss the Slovenian GP.

Frederic Vialle did not ride until qualification and was also too slow to make the race: "Now that the swelling has gone down, the doctor can see on the X-rays that I broke bones in my wrist at the Italian GP two weeks ago." **Luigi Seguy** also only managed a few laps on Saturday at Foxhills: "I have torn shoulder muscles from a first-corner crash at last week's French championship race." And points leader **Chicco Chiodi** also claimed to be carrying an injury: "I crashed while testing last Saturday and have broken the scaphoid in my hand."

Luigi Seguy has failed the fuel test at the Italian GP, where he finished 5-10. A lead content of 0.014 g/l (the limit is 0.013) was discovered, but there were no other discrepancies. Says TM team boss **Tony Amoriello**: "We will ask for the countertest. Our fuel is supplied directly in sealed containers from ERG and is manufactured to a lead content of 0.005. ERG say they will pay all of the costs." Even if Seguy is disqualified, the only impact on the top three in the standings will be to give **Claudio Federici** one more point.

Enduro World Champion **Paul Edmondson** missed out on qualifying by 1.7 seconds on his FMF factory-tuned Suzuki, which had been specially brought over from America: "It's my practice bike, to keep me sharp for the 250 in cross country racing over there, and the motor is tuned for supercross. I'm running out of power before I even get halfway down the straights here. But I'm amazed how fast these guys are. I completely underestimated the strength of the opposition." In the end, Edmondson actually set his best time on **James Dobb's** practice bike.

Bob Moore had another big crash on Saturday: "I have been riding for 15 to 20 minutes every day for a week and a half. I don't know if I could have managed a full GP distance even if I hadn't crashed again here." Trying to improve on an 11th-placed qualifying time, the American's front wheel dug into a rabbit hole and threw him over the bars: "I landed on my head, and have also grazed the forearm I broke in Spain. I tried to ride practice on Sunday morning, but the pain was just too great on the downhills, so I had to pull out."

The race could have been the final double-header Grand Prix at Foxhills. Next year, the MX des Nations will be held at the track in September, and promoter **John Horler** plans to race the British 125-250cc double-header at Donington Park: "I have an international race there in October to get it homologated, and then the GP will be switched there," he said. "There is plenty of room on the infield of the road race track, on the banks which have been built there." The switch will also cement a deal with the road race promoters to negotiate linked TV deals for both disciplines. FIM motocross president **Wolfgang Srb** and **Giuseppe Luongo** of Action Group claimed on Saturday to know nothing of the potential change of venue.

Although the 250cc GP will probably return to Foxhills in 1999, the chance of it being part of a double-header that year are remote. The English federation, which still retains the right to nominate the applications for 125cc and 500cc GPs, have become afraid of Horler's power, and are determined to put the 125cc GP elsewhere. Culham, near Oxford, which was homologated last week, is the favorite - provided the FIM gives them a 125cc GP at all.

Kawasaki race boss **Jan De Groot** confirmed that **Sebastien Tortelli** will stay with his team next year: "He has a contract with me to the end of 1998, and the only way out of it would be if Kawasaki Japan wanted him to go to America. As we have the U.S. champion in **Jeff Emig**, I doubt they will make this request." So American Honda will have to look elsewhere for their new star.

Qualifying for the 250cc GP had to be stopped after seven minutes for medical staff to attend the injured **Justin Morris**. The Brit, who had placed top five in both free practices, lost control over a jump and, upon landing, his footpeg cut his right thigh through to the bone. There was no fracture, but Morris needed 30 stitches. Further alarm came in the session as **Tallon Vohland** completed a lap and no time was recorded. The transponder on his bike was defective.

Remy Van Rees is out for the season. The Dutch member of the official Kawasaki team crashed again while practicing on Tuesday and again dislocated his shoulder. **Paul Cooper** was another nonstarter. Incidentally, his injury in Italy - a trapped nerve - was in the left shoulder, while in France he dislocated his right shoulder.

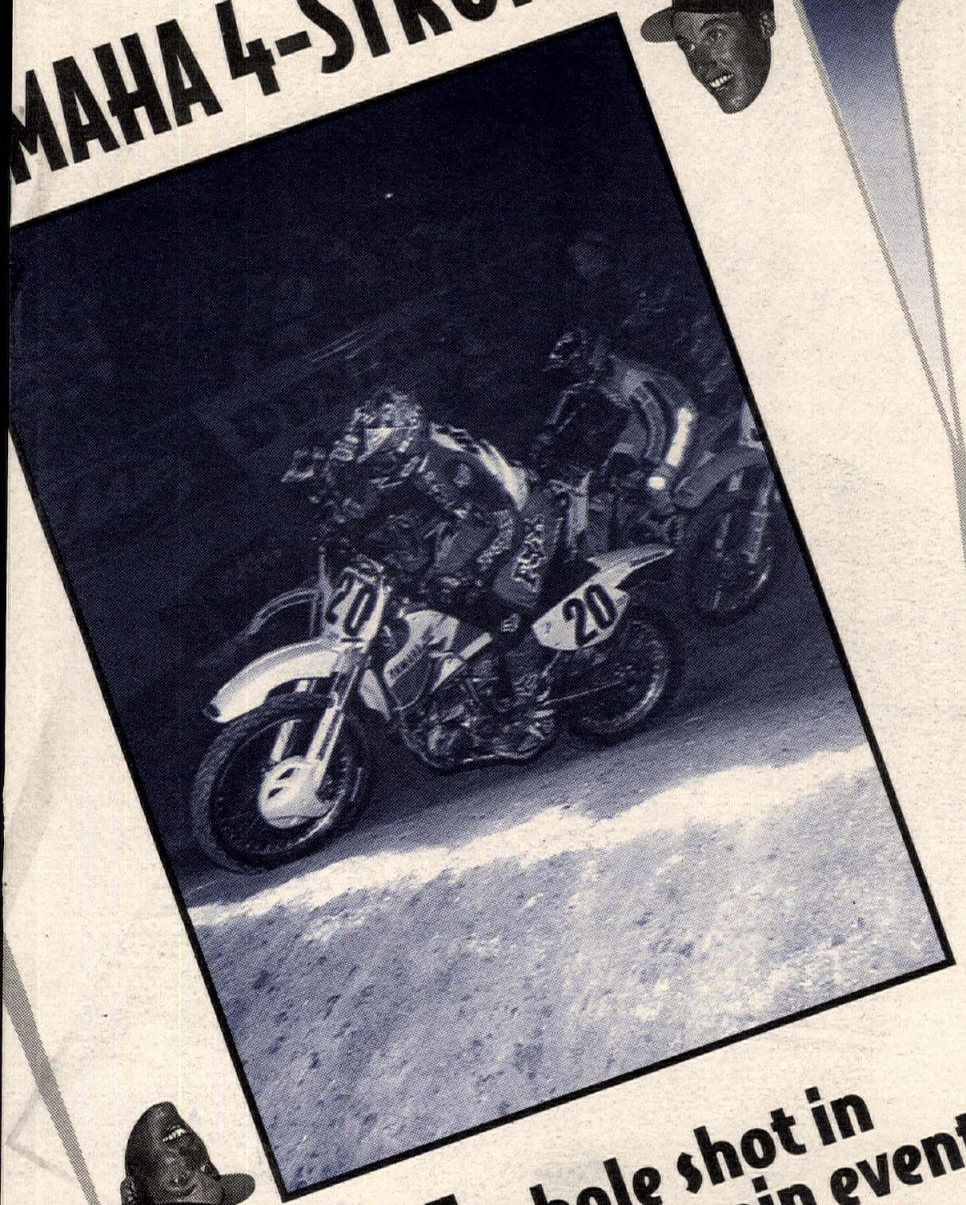
Tallon Vohland qualified eighth after being one of only three riders all day to break 2:11 in free practice (Everts & Vuillemin were the others): "I last tried to ride on Tuesday, but it was just too painful, so I was happy with my progress today. I'm actually in more pain when I stop. I should have the speed for top three in a race again by San Marino."

The factory **Kawasakis** of Tortelli and Bolley feature gas valves behind the front number plate for rapid adjustment of the stroke of the Kayaba front forks.

Henry's Four Of A Kind Beats A Full House.

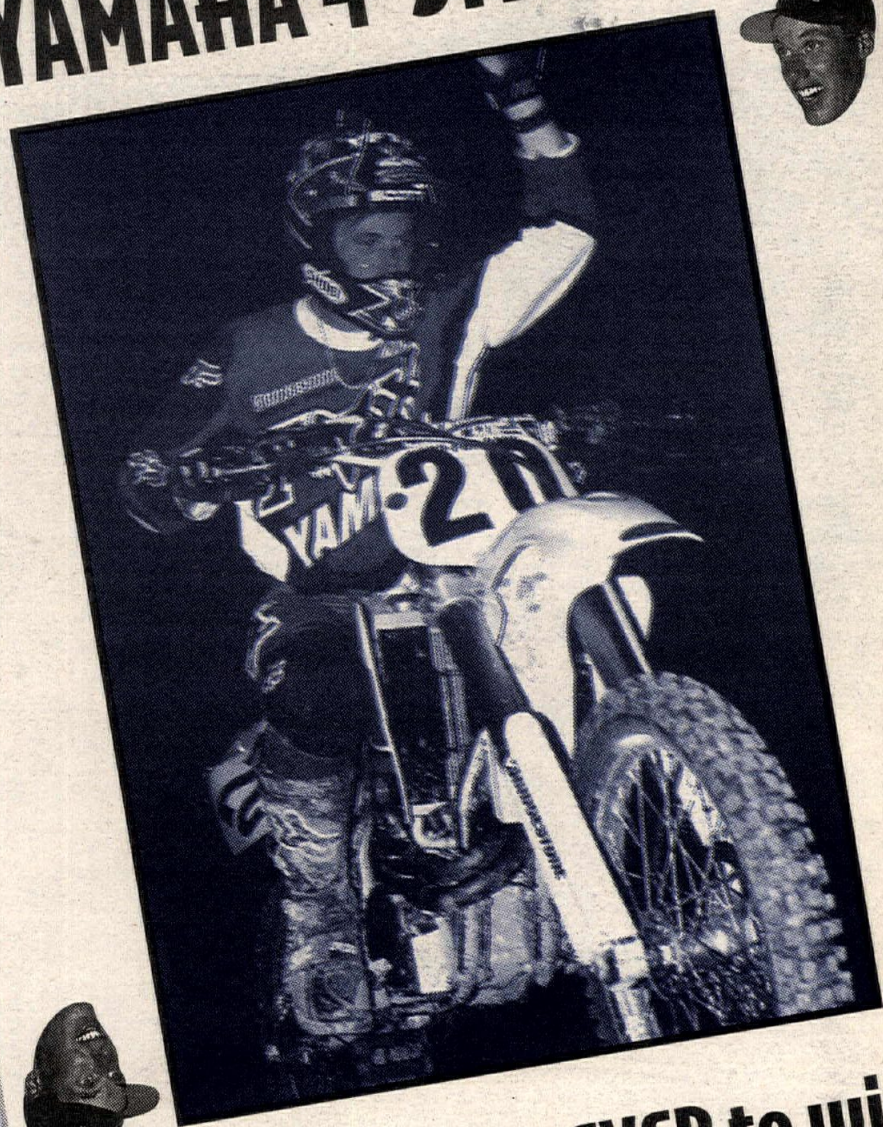
Doug Henry and the YZM400F carved a chapter in the Supercross history books at the Sam Boyd Silver Bowl that has odds makers scratching their heads all over `Vegas. Being the first four-stroke to trump an AMA Supercross seemed improbable enough. Trumping everybody your first time out is approximately 103 miles west of unbelievable. So much for holding on to our poker face. To us, it's more than a stroke of luck. More like a stroke of genius. Make that four strokes. While we're on the subject, congratulations to Jeff Emig on the occasion of his first AMA 250cc Supercross Championship. Sorry if our thunder stole some of yours.

MAHA 4-STROKE 20



20 1st hole shot in Supercross main event

YAMAHA 4-STROKE 20



20 1st 4-stroke EVER to win a Supercross main event

Windham Deals Hot Hand. Jokers Fold

Meanwhile, an epic East meets West grudge match was shaping up over at the 125cc table. After all the chips fell, Kevin Windham and the YZ125 walked off with everything by winning heat number two and the main event, followed closely by teammate John Dowd. Now Kevin's Mom want's everybody to know he's not supposed to gamble. That's why he rides a YZ.

YAMAHA

Professional rider depicted during closed-course event. Do not attempt these maneuvers. Dress properly for your ride with a helmet, eye protection, long sleeved shirt, long trousers, gloves and boots. Yamaha and the Motorcycle Safety Foundation encourage you to ride safely and respect the environment. For further information regarding the MSF rider course, please call 1-800-446-9227. Do not drink and ride. It is illegal and dangerous. ©1996 Yamaha Motor Corporation, U.S.A. (Cypress, CA 90630).

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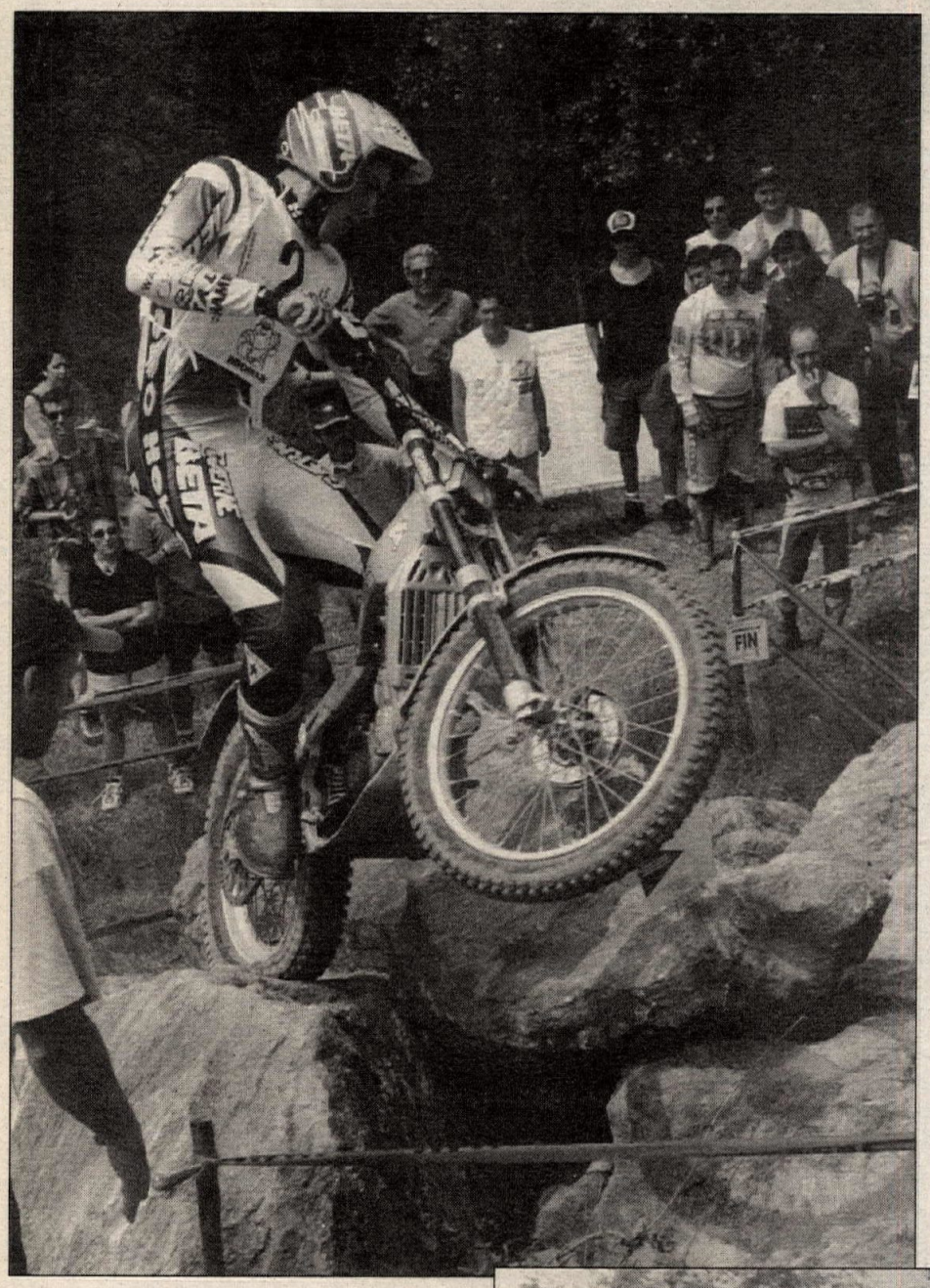


Toe to toe

(Above and below) Beta's Doug Lampkin remained on top of the points heap with a win and a second, though title rival Marc Colomer finally took a victory this season. Lampkin still holds a 21-point margin over the reigning champion.

By John Dickinson

BORGO MAGGIORI, ITALY, MAY 24-25

The Doug Lampkin/Marc Colomer battle for supremacy in the 1997 World Trials Championship continued unabated at the fourth round in San Marino when the pair fought to an honorable draw - one win and one second place apiece. Both received 37 championship points for their weekend's work, and Lampkin maintained his hard-fought 21-point championship advantage.

But almost eclipsing the battle for the lead in San Marino, a tiny principality (effectively a single mountain) in northern Italy, was the battle for the final podium placing between the two exciting Japanese teen-agers Kenichi Kuroyama and Takahisa Fujinami. Not only did they each score a third and a fourth place each, they actually had to be split on a tie-breaker both days. The two friends, who really inject some fun into the serious world of the championship chase, thought this was fantastic.

Reigning champ Colomer must have thought his season was finally changing for the better following the opening day's action. In hot, sunny weather - such a change from the wet and muddy conditions in Belgium the previous week - Colomer managed his first leg win of the year. From the previous six legs, Lampkin had won five and Kuroyama popped up to sneak the other (in Spain). It was weighing heavily on the champion's shoulders, and the relief was obvious as he collected his first 20-point haul of the year.

The trial itself was hailed as a superbly organized event by riders and officials, and the sections had been well thought out. Starting with a relatively easy steep banking in the sections, it gradually built up in severity, with the real stoppers being five, six, seven and eight, set over really big rocks in a river before easing back with dry, rocky hazards in a quarry, saving the toughest test - a mega-loose-earth hillclimb - until the last of the 14 subs.

Lampkin drew the first starting number from the seeded A group while his compatriot Steve Colley coincidentally drew the first number in the B group. This did neither any harm, as Colley went on to have his best ride this year, posting ninth on Saturday and fifth on Sunday.

Both Lampkin and Colomer cleaned the opening three sections before Lampkin lost focus and took a five on the fourth, a ride through rocks that most thought he should have easily cleaned. No one else in the top 10 fived the sub; it was to prove an expensive mistake. And he fell even further behind his archrival in the next section, when Colomer was absolutely brilliant as he stormed the giant step for a two. Lampkin collected another five; the fact that the rest of the field did also was no consolation.

Always at his most dangerous after a setback, Lampkin fought back right away with a single-dab ride over the next river section, which also featured a mighty rock climb. This section was to see just two clean efforts. The first was by rising Spanish star David Cobos, and the second by Italian hero Diego Bosis. Former world number two Bosis, a really exciting rider to watch in his prime, is now retired from full-time World Championship riding, but had the Italian fans cheering wildly with this blast-from-the-past ride.

Lampkin gained a few marks back on Colomer on the opening quarry sections before losing them again in the later subs - before even these two, along with everyone else, failed the monster hillclimb as the run-up proved just too short to attain the speed necessary.

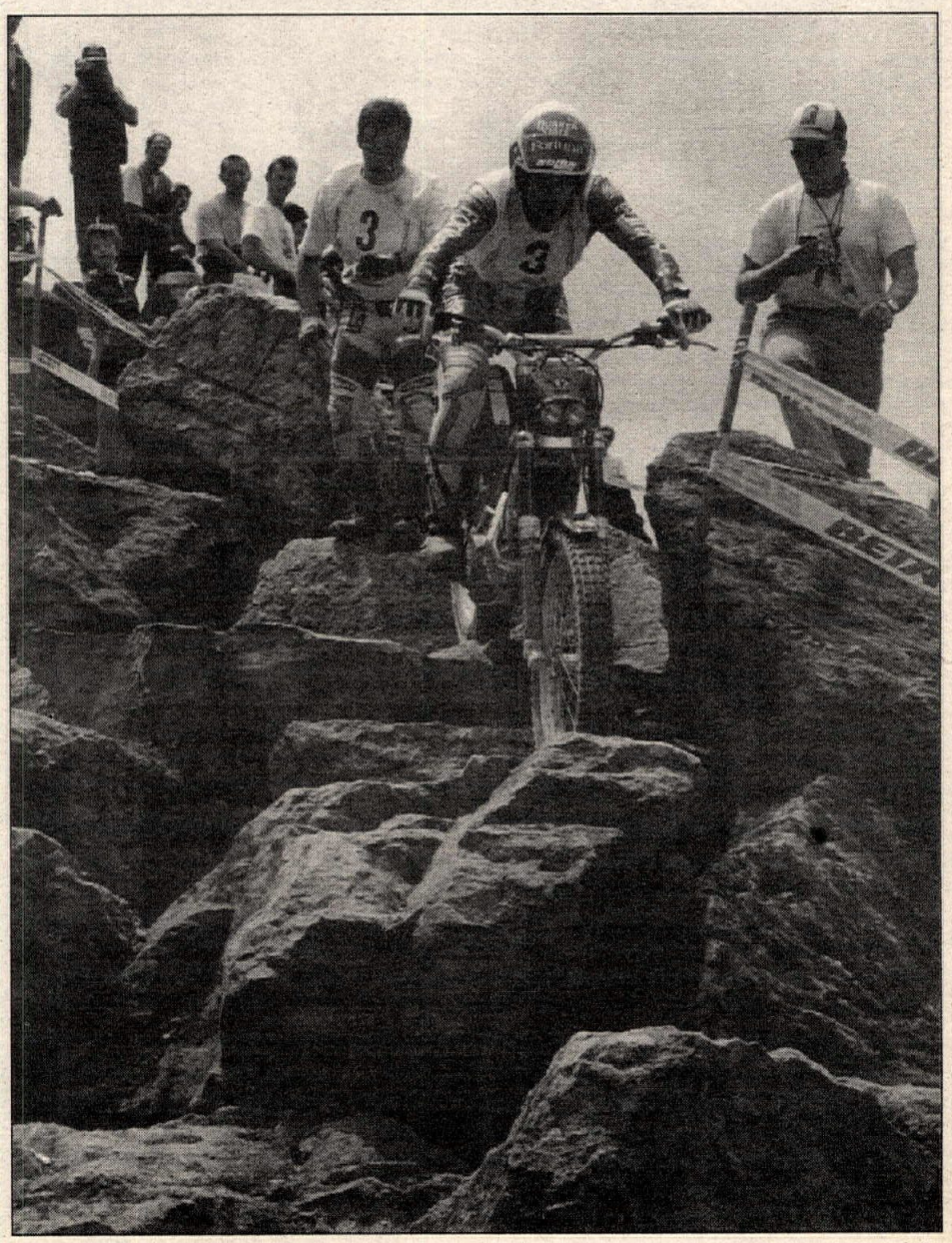
Both fell afoul of the clock by one time mark apiece. This did not affect their positions, but three time marks almost robbed Kuroyama of third. He had out-pointed "Fuji-Gas" in the sections, and Kuroyama was thankful to have amassed 14 cleans to the 11 of Fujinami. (Colomer was tops with 17 cleans, Lampkin matched Kuroyama with 14).

Spanish teen-ager Cobos continues to impress and improve, although he still lacks consistency. Fifth place was his, also on a tie from the surprised Bosis. But where was Jordi Tarres? The seven-time World Champion was down in an unbelievable 11th place. As was evident in Belgium the previous week, the genius seems to have totally deserted Tarres. The balance seems gone, and with it the confidence. On this form, it seems unlikely that Tarres will add to his 61 world-round wins, though it also seems unlikely that anyone will be catching up with him for awhile, if ever.

Sunday dawned dry, but cloudier and cooler - ideal for riding. Having gotten the feel of the course, Lampkin went straight out and on the first lap completely ripped the field apart. His loss of just three marks was phenomenal. Neither Colomer nor surprise-package Colley did a lot wrong in losing 13, but to come in 10 marks under this was stunning. And included in the three-mark total was a surprise dab in the second section.

But just as everything he tried came off on the opening lap, it all came undone in a big way on Lampkin's second circuit. A big five on the fifth section, his bogey section from Saturday, followed by another on the sixth, rattled the British rider. And then, when he racked up another maximum on the eighth, which he had cleaned the first time around, Lampkin thought he had blown it.

(Left and above) Kenichi Kuroyama dueled with countryman Takahisa Fujinami throughout the weekend in an incredibly tight battle that saw them trade third and fourth place - decided on tie-breakers - each day.
(Below) While certainly not up to his old standards, seven-time World Champion Jordi Tarres is fifth in points after an inconsistent 11-7 showing.



A final five on the hillclimb, which he also cleaned the first time around, appeared to have sealed his fate. But the hillclimb had dug out quite badly and the damage done here wasn't to be terminal, as Colomer also collected a maximum. In fact, the only top-10 finisher to clean the final section on the last lap was slightly built Kuroyama, who used his superior power-to-weight ratio, plus his formidable skill, to rocket up the climb. This virtuoso ride was still not enough to secure him third, though, as hard-riding Fujinami just edged him by claiming 18 cleans to Kuroyama's 17. It was Fujinami's best-ever world-round weekend. Lampkin's amazing opening leg proved just enough of a buffer to see him home in front of Colomer.

"That first lap was really something, especially with the stupid dab early on," Lampkin said. "But after that I was total rubbish. In one way, it is a real bonus to win after riding as bad as that. But a win is a win, whether by one mark or 20. I've got the points I needed to keep the run going, and Marc isn't any closer. You can't relax for a second, and being in the lead doesn't really help you. You can't ride defensively in world rounds. There is only one way, and that is to attack everything. As soon as you try to defend, you pick up fives. It just doesn't work."

For Colomer, the frustration was beginning to show as he attempted to make a protest regarding Lampkin's score. Colomer thought his rival should have been fived on one of the sections when the observer obviously thought otherwise.

"I just have to keep trying," Colomer said. "No one wants to know when I make a protest."

The Japanese camp was ecstatic. They are a very close-knit group who camp out together in the paddock, and Kuroyama and Fujinami were both happy for one another.

Sunday also saw the re-emergence of trick specialist Colley. If he keeps this form, a top-six finish in the world is a real possibility, because no one outside the current top three is showing anything like consistency this year. Tarres, David Cobos, Amos Bilbao, Fujinami, Bruno Camozzi, Tommi Ahvala, Graham Jarvis et al are up and down like yo-yos. The one to get it together consistently could easily make top five at year's end. Jarvis, on the Scorpa, last week had a third. In San Marino, he was 12th and 13th. Cobos this week had a fifth, followed by a 13th.

Lampkin is consistent, though - consistently first! Thanks to his second-day win, he just shaded Colomer to the overall victory in San Marino to remain unbeaten this season, having taken overall victory in Spain, Luxembourg, Belgium, and now San Marino. CN

San Marino World Trial
Borgo Maggiori, Italy
Results: May 24-25, 1997 (Round 4 of 10)

DAY 1: 1. Marc Colomer (Mon); 2. Doug Lampkin (Bet); 3. Kenichi Kuroyama (Bet); 4. Takahisa Fujinami (Hon); 5. David Cobos (G-G); 6. Diego Bosis (Mon); 7. Amos Bilbao (G-G); 8. Bruno Camozzi (G-G); 9. Steve Colley (G-G); 10. Tommi Ahvala (Mon); 11. Jordi Tarres (G-G); 12. Joan Pons (G-G); 13. Graham Jarvis (Sco); 14. Donato Miglio (Bet); 15. Marcel Justribo (G-G).

DAY 2: 1. Doug Lampkin (Bet); 2. Marc Colomer (Mon); 3. Takahisa Fujinami (Hon); 4. Kenichi Kuroyama (Bet); 5. Steve Colley (G-G); 6. Tommi Ahvala (Mon); 7. Jordi Tarres (G-G); 8. Joan Pons (G-G); 9. Bruno Camozzi (G-G); 10. Marcel Justribo (G-G); 11. Diego Bosis (Mon); 12. Graham Jarvis (Sco); 13. David Cobos (G-G); 14. Donato Miglio (Bet); 15. Joa Hindren (G-G).

OBSERVED TRIALS WORLD CHAMPIONSHIP POINT STANDINGS (After 4 of 10 rounds): 1. Doug Lampkin (115/6 wins); 2. Marc Colomer (131/1); 3. Kenichi Kuroyama (107); 4. Takahisa Fujinami (94); 5. Jordi Tarres (79); 6. David Cobos (68); 7. Graham Jarvis (65); 8. Bruno Camozzi (58); 9. Steve Colley (52); 10. Amos Bilbao (51); 11. Tommi Ahvala (50); 12. Joan Pons (38).

Upcoming Rounds:
Round 5 - Bienno, Italy, June 15
Round 6 - La Bresse, France, June 22

Watts wastes no time

FILE PHOTO BY GEOFF MEYER

By Steve Berkner

MCARTHUR, OH, MAY 24

KTM Sportmotorcycles' Shane Watts, Australia's 24-year-old off-road wonder, simply walked away from the American competition during the 41st annual Little Burr Reliability Enduro in Ohio.

Watts, the current World 125cc Championship Enduro points leader and five-time consecutive Australian Enduro Champion, won four of the ISDE qualifier's five special tests to finish a minute ahead of the closest competition.

Finishing second through fifth behind the visiting Australian were Randy Hawkins, Scott Plessinger, Doug Blackwell and Mike Lafferty, who finished back 57, 62, 67 and 74 seconds, respectively. Watts (who carded a score of 1665) and Hawkins competed in the Lightweight (0-125cc) two-stroke class, while Plessinger, Blackwell and Lafferty all competed in the Heavyweight (175cc to Open) two-stroke class.

"I was real concerned about coming here (to Ohio) and getting beat by Randy (Hawkins) and Mike (Lafferty)," a gracious Watts said after the race. "The terrain here is real tight, with narrow trails and log crossings - nothing like we're used to in Europe. Here, everybody uses handguards because they have to. Over there, we don't use them unless a sponsor wants us to. It's a real credit to them that they can ride as fast as they do in these conditions.

"Even though I won, it's really a no-pressure thing for me," Watts continued. "I'm on break while waiting for the next World Enduro round in Brazil next month. KTM wanted me to come here and help with some testing and ride a couple of events. Because the (qualifier) rules are similar to the World Enduro format, it was just another race for me. I'm real happy with the result."

"Shane is a great rider and it's great to have him here at one of our (ISDE) qualifiers," the Sport Cycles Yamaha/Cycle Gear-sponsored Hawkins said. "It's nice to see how we measure up. Any one of us would have liked to beat him, but the qualifier format is their game, and he's definitely at the top of that game."

"It's the same problem that we have at Six Days," Hawkins said. "(American riders) are competing in as many as three or four different off-road championships at one time - none of which is anything like the World Enduro Series. So each year we take a few weeks off in the middle of the year and go over there and try to compete against them at their game, and we usually have trouble. I understand that Shane will be riding at the Boyer (Pennsylvania) GNCC next week. This is more like what off-road racing is like in America. I'm sure he'll be as surprised as I will be if he takes the overall."

Watts concurred with that line of thinking.

"Next week I'm going to race at Boyer, something totally American," Watts said. "If I win there, then I guess I deserve some praise."

The course was made up of two 68-mile loops for a total of 136 miles, with 11 checks and five special tests. Each loop had a terrain test and a grass track. The terrain tests were held at separate locations, and the grass tracks were the same. The first terrain test was about two miles long and was fairly tight with overgrown, established trail. The grass track was located on a grass hillside and was just over 2 miles long. The final terrain test was 3 miles long and was mostly a hill trail that followed a gas line. It was the faster terrain test of the two. The final motocross test was held at the local fairgrounds.

Watts' only blemish on his otherwise perfect test scores came on the first test of the event, where he finished second to SCR Yamaha's Doug Blackwell.

"The first test was exactly what I thought it would be," Watts said. "Real tight and overgrown. I was riding on the first minute, so I let a few riders start ahead of me so they could help establish the trail. My plan was to take the first test kind of easy and try to jell into the groove without making any mistakes. I had some trouble with my right handguard, and it started to interfere with the front brake. I'd bounce off a tree and the front brake would be stuck on. I'd reach down and pry it loose. Then I'd hit another tree and it would get stuck again. I didn't let it shake me, I just kept trying to ride smooth and not let it upset me."

Watts' "easy" starting strategy and front-brake problems paid off for Blackwell as he took a 10-second lead over Watts, who finished second.

"I've always done real well here in Ohio," Blackwell said. "Last month, I won the National Enduro here, and was real confident that I could finish top-five here as well. In the first test, I guess I was just ready. It went off without any problems. But on the next test (a grass track), I made a mistake on a creek crossing and went over the bars. It was such a stupid mistake. It probably cost me 15 or 20 seconds. I'm still new at this qualifier stuff, and it seems like I'm always making some big mistake that really costs me."

Although Watts won the next four tests, Blackwell continued to run in second place overall through the next three tests. Before the motocross test, Blackwell was only 26 seconds behind and held a comfortable 16-second lead over fellow Sport Cycles Yamaha teammate Hawkins.

"Going into the final motocross test, I was right in it," Blackwell said. "I really didn't expect to catch Shane, but I thought I could hold on (to second). But - typical for me - I blew it. It was a real disaster. The first thing to go wrong was when I stalled the bike going into one of the first corners and flooded it. Then I laid it down twice when it got hard to see because of all the dust. From then on, I just rode a safe distance behind the bikes in front of me."

Blackwell's misfortunes dropped him back two places to fourth overall.

Hawkins continued to better himself, advancing from a pair of fifth-place overall test times in the first two tests to a pair of third-place finishes in the third and fourth tests. In the final motocross test, Hawkins sealed his second-place finish.

"There was so much dust in the final moto that all I could do was stay a safe distance behind Shane," Hawkins said. "He got the holeshot, and it was like a curtain of dust behind him. All I could do was just ride as fast as the dust would clear."

Hawkins finished the moto 15 seconds behind Watts.

"We've had plenty of moisture here right up until about 10 days ago," Vic Ely, Enduro Riders Association president and event trail boss said about the event's trail conditions. "We even laid out a 'wet' course to avoid a bottleneck. Actually, the trails are in almost perfect condition, but the final motocross was extremely dusty."

Plessinger's one-day efforts netted him third place overall in a top-seven field that had four ISDE Trophy Team veterans (Watts, Hawkins, Chris Smith and Jason Dahners). Plessinger's consistency paid off, as the two-time GNCC Champion finished a solid third.

"I don't ride enough of these to expect to beat these guys," Plessinger said. "There's not much racing involved, even though you're on your bike all day, so my strategy is to just be consistent."

"I'm still polishing my skills at things like grass tracks and final motocross tests," said current National Enduro Championship points leader Lafferty, a '97 ISDE Junior Team candidate. "I'm strictly an off-road rider, so this is always a challenge to me. I started real slow this morning and just couldn't get my rhythm going. I tried to pick it up, but it's not something that you can push. They had real short tests here, and making even the slightest mistakes can cost you." CN

41st annual Little Burr Reliability Enduro
McArthur, Ohio
Results: May 24, 1997 (Round 3 of 3)

O/A: 1. Shane Watts (KTM); 2. Randy Hawkins (Yam); 3. Scott Plessinger (KTM); 4. Doug Blackwell (Yam); 5. Mike Lafferty (KTM); 6. Chris Smith (TM); 7. Jason Dahners (KTM); 8. Kevin Bennet (CRE); 9. Mark Hyde (Suz); 10. Kevin Brown (Yam); 11. Chris Graber; 12. Mike Sanders; 13. Matt Spiegelmyer; 14. Drew Smith; 15. Rich Lafferty; 16. Scott Hofmann; 17. Kerry Clark; 18. Marc Grossman; 19. Randy Mastin; 20. Troy Goetz .

Briefly...

Shane Watts rode a prototype '98 KTM 125 with a linkageless rear suspension to victory at the McArthur qualifier. "It's the 'new generation' 125, and I really like it," Watts said. "I've been riding it all year in Europe, and I've won seven of the eight days there in the 125 class. Last year, I got to test it while finishing the World Enduro Series, and actually turned faster tests times with it than I did on the 250." Watts plans to ride the '"new generation" 125 at next week's Boyers GNCC and the Tillamook ISDE Qualifier the following week before going to Brazil. His plans also include competing in the National Reliability Enduro Series Championship final on June 21-22 at Yamhill, Oregon, before returning to Europe.

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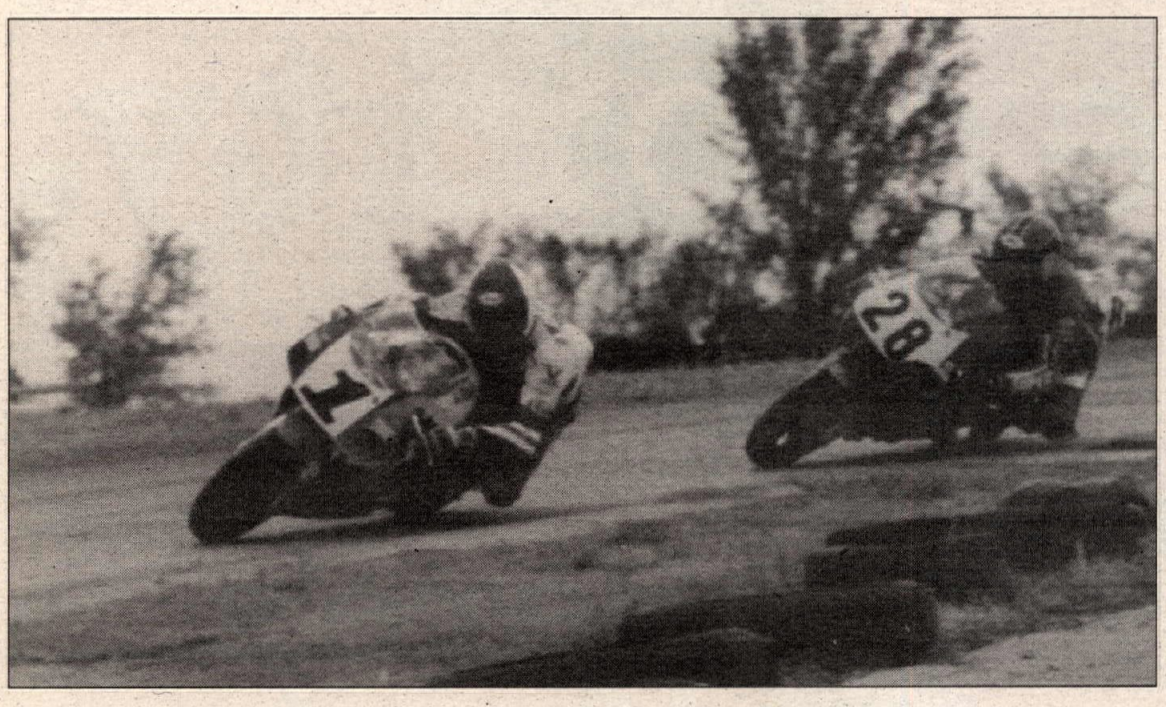
Valvoline Suzuki hot at Hallett



Grant Lopez (shown) teamed up with Tray Batey to give Team Valvoline Suzuki Endurance its third straight win of the season during round three of the WERA National Endurance Series at the Hallett Motor Racing Circuit.

By Aaron Mintz
Photos by David Lee

HALLETT, OK, MAY 24

Round three of the WERA National Endurance Series stopped at Hallett, Oklahoma's Hallett Motor Racing Circuit for a six-hour endurance on the 1.8-mile, 10-turn road course, and once again Team Valvoline Suzuki Endurance dominated from the beginning to the end.

However, they did not go unchallenged. Northwest Honda let themselves be known as a force to be reckoned with as they pressured Team Valvoline Suzuki Endurance before suffering problems in the pits.

Endurance racing provides excitement equivalent to Indy car racing, as speeds reach 180 mph and pit crews scramble to change tires and refuel motorcycles within 10 to 20 seconds. As endurance teams develop and adapt their programs, they are learning that it takes more than a fast rider on a fast bike to win an endurance race.

Team Valvoline Suzuki Endurance comes to the track with a complete endurance package. They start out with two very talented riders: Tray Batey and Grant Lopez. Both riders communicate well with each other and share insights. Secondly, their engine builder is Keith Perry, who builds the Suzuki motors that stand up to the hours of treacherous pounding and abuse from the riders. Finally, the pit stops have to be executed perfectly, as time in the pits detracts from laps on the track. Chris Weigl leads the crew through the process of changing tires and keeps the others from rushing, which leads to sloppy mistakes. As all three of these elements come together and turn in synchronization, they create the success that follows Team Valvoline Suzuki Endurance. All of these influences contributed to their 22nd consecutive victory.

Northwest Honda brought its tricked-out Honda CBR900RR, with a single-sided swingarm and a motor that could run against most alcohol dragsters, to compete with Team Valvoline Suzuki Endurance's bike. They brought three talented riders, including the track owner's son, Sam McDonald, who knows the track like the back of his hand. However, as others have found out in the past, it takes a complete package to beat Team Valvoline Suzuki Endurance. Northwest Honda lost the race in the pits and fell four laps down to finish second behind the Batey/Lopez duo.

"We should have changed the rear tire prior to McDonald's stint on the bike," said team owner Ronnie Lundsford. "We weren't ready."

"Gregg came in and thought we needed to change the rear tire, but I thought I could make it on the same tire," McDonald said. "I was wrong. We didn't have enough rubber to run the pace to stay with the Valvoline Suzuki. They're doing tire changes at every pit stop, and fresh rubber is definitely a big advantage."

As Northwest Honda took an extra-long pit to make up for the miscalculation, Team Suzuki put the nails in the coffin as they racked up three laps on the Northwest Honda entry.

The battle for third was more heated during the first hour, as Arclight Racing, Nielsen Racing and TKO Racing all bid for the position. However, Arclight's Joe Prussiano III, Chris Hughes, and Dave Stanton are all experienced veterans of endurance racing, and they rode the Suzuki GSXR600 Superbike consistently in the one-minute, 24-second time bracket, which was enough to keep Nielsen Racing and TKO Racing at bay for third place. Furthermore, Arclight executed flawless pit exchanges, which aided in their maintaining third place the entire race.

"Chuck Warren has put together a bike that is bad to the bone," Prussiano said after the race. "The Arclight Suzuki 600 superbike is powerful enough to keep up with the big bikes today, and the Metzeler tires provided me enough grip that I could really send the bike deep into the corners without even thinking about grip. I feel these two factors - and some fantastic riding from Chris and Dave - brought us third overall today."

Arclight is currently running fifth overall in the points standings, due to a crash at round one of the series, but they are first in the Middleweight Superbike class.

Fourth Place went to the Chicago-based Nielsen Racing, with Mark Junge riding for them. Power may have been the team's downfall today, as its Suzuki GSXR600 Supersport could not make up ground on Arclight Racing. The team rode tenaciously and was able to fend off TKO Racing. During the beginning of the race, Junge and Dean Hayes of TKO Racing were both going back and forth, until Junge made a pass in the late part of the first hour. The move stuck for the duration of the six-hour endurance race.

"Dean looked like he was having a lot of problems with his tires, as they started to move around as he entered the corners and during the midcorner," Junge said. "He started to slow as the wear really became obvious. I took advantage of it and got underneath him entering turn six. Plus, my Nielsen Distributing Suzuki performed excellently today, and if it hadn't been for my father helping with the motor-building, I wouldn't be here today. I am grateful for the opportunity to compete with all of these talented racers."

Nielsen Racing is currently running third overall and first in the Middleweight Supersport class.

TKO Racing may have suffered from the mechanical failure of its Suzuki GSXR750, which put them down a lap during the third hour, but sheer gut determination from John Branch and Dean Hayes kept them in the six-hour endurance race. Due to a faulty coil, TKO Racing had to pit for an extra-long time, which allowed the field to get by them, but somehow both riders reached deep down and found a little more to give and were able to recover the lost time and capture back fifth place over Tapeworks Racing, who had moved into fifth place as TKO sat in the pits.

"It is all my fault," TKO team owner Steve Doolin said. "I did not check the bike properly, and missed seeing that the coil cover had been rubbed through to the wire, and the coil shorted out. I am very upset with myself."

"Doolin has provided us both an excellent opportunity to ride," said Hayes, "and we are both very grateful."

At the end of three rounds, TKO Racing is currently fourth overall and is first in the Heavyweight Supersport class. Tapeworks Racing settled for sixth during the race, but is currently fourth overall and second behind Team Valvoline Suzuki Endurance in the Heavyweight Superbike class.

Hallett Motor Racing Circuit
Hallett, Oklahoma
Results: May 24, 1997 (Round 3 of 10)

O/A: 1. Team Valvoline Suzuki Endurance; 2. Northwest Honda Racing (Hon); 3. Arclight Suzuki (Suz); 4. Nielsen Racing Suzuki (Suz); 5. TKO Racing (Suz); 6. Tapeworks (Suz); 7. Tapeworks Racing II (Suz); 8. Team Fury (Kaw); 9. Team Ten 40 Racing (Hon); 10. Double D Express (Suz); 11. Cycle Speed Racing (Suz); 12. GT Racing (Hon); 13. Team Skid (Hon); 14. T-M Motorsports (Kaw); 15. S&J Racing (Hon); 16. BMC Racin' (Hon); 17. Texas Motorsports (Suz); 18. Team Webster (Suz); 19. Big Air Pylons (Hon); 20. One Way Racing (Yam).

WERA NATIONAL ENDURANCE SERIES POINTS STANDINGS (After 3 of 10 rounds): 1. Team Valvoline Suzuki Endurance (342.91/3 wins); 2. TKO Racing (294.48); 3. Nielsen Racing Suzuki (263.97); 4. Tapeworks Racing (258.61); 5. Arclight Suzuki (247.87); 6. Tapeworks Racing II (232.05); 7. Team Fast Forward (Suz); 8. Team Sharkskinz Racing (Yam); 9. Team Fury (175.09); 10. Team Ten 40 Racing (167.78); 11. Canton Racing Endurance (167.3); 12. Firestorm Racing (160.93); 13. Curtiss Racing (148.48); 14. Roswell Racing (Suz); 15. Cycle Speed Racing (137.91); 16. SBR/Semoff Bros. Racing (136.55); 17. 1-800-CROTCH ROCKET (135.92); 18. Thunder Racing (127.17); 19. Texas Motorsports (120.33); 20. Team Chicago (117.72).

Upcoming Rounds:
Round 4 - East St. Louis, Illinois, June 14
Round 5 - Clermont, Indiana, June 28

WERA National Challenge Series
Round 3: Hallett Motor Racing Circuit

Prussiano III pounces

By Aaron Mintz
Photos By David Lee

Joe Prussiano III hails from Texas. They call him "Smokin' Joe," and that's exactly what Prussians did to the competition during round three of the WERA National Challenge Series sprint races at Hallett Motor Racing Circuit.

Prussiano won every class he entered: the 1100 Superstock, the Michelin 750 Superstock, and the ultra-competitive Formula II class. Local favorite Sam McDonald picked up victories in the 600 Superstock class and the Formula I class, in a battle that saw both McDonald and Tray Batey shatter the track record as they pursued each other around the hilly Hallett racecourse.

In the Formula II Class, riders can race any type of 600 four-stroke or 250 two-stroke motorcycle. Prussiano brought his Chuck Warren-prepped Suzuki GSXR, and led the race from beginning to end. However, McDonald's family owns this track, and no one knows their way around it better than ol' Sam.

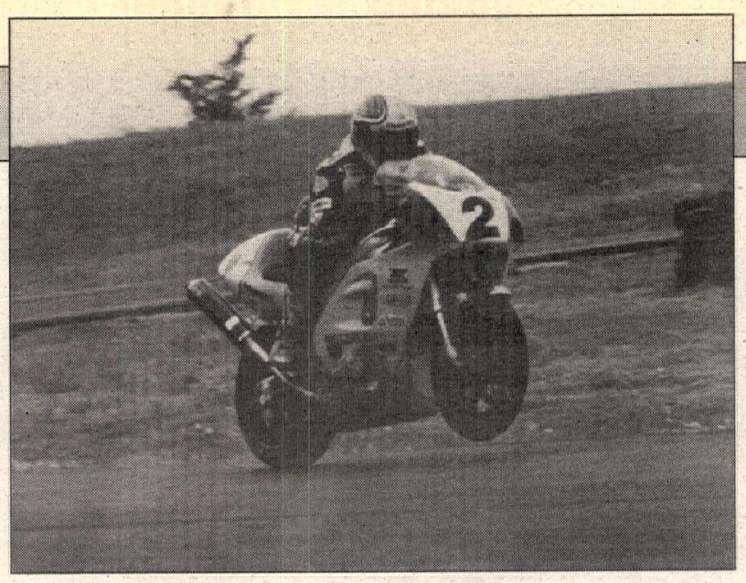
Prussiano confessed to having more power down the front straight, but the fight between McDonald and Prussiano

on the back side of the track was memorable. Everywhere McDonald could pressure Prussiano, he did. Exiting turn seven, both riders would be side by side as they held their lines. McDonald gave it all he had, chasing Prussiano down, but Prussiano would not be denied.

"Unfortunately, it was too little, too late," McDonald said. "I had to start at the back of the grid. After I got through traffic, I was just out-tired. He had slicks, I had DOT's. He had a little motor on me. We just got the Yamaha YZF a few days ago and haven't had any time to go through it. I could get right up on him in the corners, but as soon as we exited he would power away from me. It was a hell of a race. Joe beat me hands down. Maybe next time we'll come a little more loaded."

"I knew he was back there," Prussiano said. "I could hear him. I know he knows his way around here. I concentrated on putting clean, smooth laps together, and get into the corners as deep as I could. The horsepower of that Arclight Suzuki GSXR... and the Metzler slicks were really hooking up. Metzler is fixing to put out their new tire compound, too. I feel fortunate to be able to ride such a wonderful bike."

Earlier in the afternoon, Prussiano let loose with his game plan by dominating the 1100 Superstock class from beginning to end on his Arclight Racing Suzuki GSXR600. The real battle was for second place, as Greg Letter was able to pass Grant Lopez on lap six. Lopez stared out in second on his Suzuki GSXR1100 but, as his tires wore out on the powerful bike, he back-pedaled to third place as he fended off teammate Josh Hayes, who took fourth.



Joe Prussiano III was unstoppable in the WERA National Challenge Series sprints at Hallett. Prussiano dominated every class that he entered.

The Michelin 750 Superstock class got off to a tumultuous start as Lopez held out on the brakes and entered turn one first. Right behind Lopez was Prussiano, who had clearly established his mission by that point. Prussiano rode behind Lopez for a couple of laps, then made his move in the tricky and bumpy turn six. Once Prussiano checked out, he was able to get around Lopez, who was not willing to give another place as he fended off Greg Letter. Letter had his hands full with Billy Eisenacher but was able to hold onto third place. Eisenacher and Letter both pulled away from the main pack, and Eisenacher was unchallenged for fourth place.

"I am really happy with the way the Arclight Suzukis were handling," Prussiano said. "We came prepared this weekend. Metzler has really gotten their head together with their tires, and I feel very confident on the bike. The program came together well this weekend."

McDonald got the necessary rest he needed as he chased down Batey in the Formula 1 and made an incredible last-lap pass on Batey in turn six to take the victory. As the two gladiators diced around the track, they both pushed each other to the limit, and both blew by the old Hallett track record of 1:20:48. They set and kept the pace in the 1:19 range as they challenged each other's nerves. In the end, McDonald prevailed.

"Boy, I'll tell you, I was riding on just pride alone," McDonald said. "Tray was really fast; the only thing that beat him was pride. I didn't want to be beaten on my own track. So I dug down a little deeper, I don't know where I found it. I noticed all along he had a tendency to break a little for turn three. That is a real strong part of my race track. He had a lot of power on me with that Suzuki 1100. I had to get him on a braking maneuver. I just knew the track a little better, and I took advantage of that on the last lap. Tray Batey is a madman; he is a really good rider. He and Lopez are great; it took every bit of my ability to run with those guys."

The 125cc GP class saw a new winner, as Chris Pyles slipped by Charles Ergle by half a front tire to take the victory. Chris Ulrich, the class dominator, crashed in Friday's practice and separated his shoulder. He was not able to compete Sunday. Chris' father, John Ulrich, was in first place, but went backwards as Pyles and Ergle both got by him. Ulrich Sr. settled for third place. CN

Hallett Motor Racing Circuit
Hallett, Oklahoma
Results: May 24, 1997 (Round 3 of 10)

1100 S/STK EX: 1. Joe Prussiano III (Suz); 2. Greg Leffler (Suz); 3. Grant Lopez (Suz); 4. Joshua Hayes (Suz); 5. Darnell Dorsey (Suz).

600 S/STK EX: 1. Grant Lopez (Suz); 2. Mark Junge (Suz); 3. Billy Eisenacher (Yam); 4. Joshua Hayes (Suz); 5. Chad Bynum (Suz).

C S/STK EX: 1. Sam McDonald (Yam); 2. Micah Stevenson (Kaw); 3. Ty Howard (Kaw); 4. Andy T. Galindo (Hon); 5. Dalton Hamilton (Duc).

750 S/STK EX: 1. Joe Prussiano III (Suz); 2. Grant Lopez (Suz); 3. Greg Leffler (Suz); 4. Billy Eisenacher (Suz); 5. William Lindsay (Suz).

B S/STK EX: 1. Daniel Dominguez (Suz); 2. Micah Stevenson (Kaw); 3. Andy T. Galindo (Hon); 4. Oscar Barnetche (Suz); 5. James Cummins (Suz).

F-1 EX: 1. Sam McDonald (Yam); 2. Tray Batey (Suz).

F-2 EX: 1. Joe Prussiano III (Suz); 2. Sam McDonald (Yam); 3. Joshua Hayes (Suz); 4. Greg Myer (Suz); 5. William Lindsay (Suz).

125 EX: 1. Chris Pyles (Hon); 2. Charles Ergle (Hon); 3. John Ulrich (Hon); 4. Rolando Quintero (Hon); 5. Doug Scronce (Hon).

Upcoming Rounds:
Round 4 - East St. Louis, Illinois, June 13-15
Round 5 - Clermont, Indiana, June 27-29

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NETRA Hare Scramble Series, Round 4

McLevy tops

(Left) Josh McLevy (2) and Todd Levesque (4) finished 1-2 at the NETRA CATRA 1 Hare Scrambles in Fishhouse, New York.

By Cheri Alix
Photo by Jay Chittenden

FISHHOUSE, NY, MAY 18

The battle for the overall between Manchester Honda's Josh McLevy and Ronnie's Cycles' Todd Levesque came down to the last two miles at the CATRA 1 Hare Scrambles, and it was McLevy who came out on top - barely.

The event was round four of the AMA NETRA Hare Scramble Series, and the CATRA-made course, known as one of the nastiest on the circuit - which no doubt explains the race's usual low turnout - caught everybody by surprise this year. The 175 riders who did attend were greeted by a new, easier course, thanks to trail bosses Lisa and Jim Stoddard, who spent weeks cutting trees and clearing new trails.

The new course consisted of fast cart roads with just a few mudholes that were completely passable. But there were rocks (plenty of them), especially after the first two races. By the time the Expert/Amateur event got underway, the new 5.6-mile course was slightly rutted and whooped out and real rocky. But no one was complaining. The old CATRA saying, "Ride it if you dare," would not be holding true for this event.

As the flag dropped for the Expert race, it was Moose/Scott/Torco's Levesque getting the holeshot, followed by Spectra/Tech Tube's McLevy and Luke McNeil. Levesque and McLevy quickly put some distance on the pack. By the end of the first lap, the two riders had changed places several times.

"Todd would crash and I'd get out in front, then I'd make a mistake and he'd pass me back," McLevy said.

The two played this way for the first three laps, with Levesque coming through the barrels in the lead each lap.

Back several minutes, the battle for third place was much the same, with Kawasaki of Putnum's McNeil vying for position with Patrick Timothy and Jason Cayer.

At the end of the third lap, McLevy stopped in for gas, handing Levesque the lead, which he would continue to increase until the final lap. McLevy started to lose time on Levesque on the fourth lap when mechanical problems started to plague him.

"I lost my rear brake on the fourth lap," McLevy said. "I'd hit the pedal and it would just bottom out. I looked down and noticed that the bolt had come out and the pedal was actually just flopping around."

This gave Levesque some breathing room and allowed him to put 30 seconds on McLevy by the end of the lap. But on the fifth lap, McLevy's pit crew was able to scrounge up a new bolt. They fixed the pedal and attached his left Barkbuster, which was now barely hanging on after an earlier crash. McLevy only lost another 30 seconds to Levesque and he was determined to catch back up.

About a mile from the end of the sixth lap, McLevy caught Levesque. Coming through the barrels for the final lap, only five seconds separated the two riders.

"I looked back going into the last lap and saw Josh behind me," Levesque said, "so I started to pick it up."

Approximately two miles from the end, Levesque lost it and hit a tree, and was ejected from his bike. Levesque landed uninjured, but this allowed McLevy to grab the lead and take the win, his third this year.

Third place was taken over by Timothy on the fourth lap and he held it to the stops till the end, putting 40 seconds on fourth-place Cayer. Cayer and McNeil spent the entire race battling back and forth. Cayer finally won out on the last lap, but by only four seconds. McNeil took the overall for the day, his best finish of the year, and he rode the last three laps with a flat rear tire.

The Expert high point and sixth place overall went to HRP/WD-40's Russell Bain. Bain, riding in the Vet class, almost lost the high point honors to 125cc rider Hans Neff. On the sixth lap, he hit a tree and had the wind knocked out of him. He was able to regain himself on the final lap and retake his top position.

The Amateur high point award was, once again, won by former Junior Champion Brian Lawson on his Yamaha 125. After only four races, Lawson has been promoted to the Expert 200cc class. Coming in second behind Lawson was fellow 125cc rider Jesse Berthiaume. Berthiaume, who had to replace his clutch cable after it broke in the Junior event, finished down just over one minute to Lawson.

The Juniors and Minis ran earlier in the day, running three laps of the 5.6-mile course. It came down to the final lap with Derek Phelps taking the Junior, class win with only 15 seconds over runner-up Drew Carpenter. Third-place Boyd Brawler finished back another 30 seconds. Mini rider Rob Rowe had a much easier ride into the winner's circle, taking first place with over two minutes on second-place finisher Robert Langenback. CN

CATRA 1 Hare Scrambles
Fishbone, New York
Results: May 18, 1997

GRAND CHAMP: Josh McLevy (Hon).
O/A A: Russell Bain (Hon).
O/A B: Brian Lawson (Yam).
O/A C: Mike Peristere (Yam).
AA: 1. Todd Levesque (Yam); 2. Patrick Timothy (Kaw); 3. Jason Cayer (CRE); 4. Luke McNeil (Kaw); 5. Paul Blanquart (Yam).
250A: 1. Charles Timothy; 2. David Simcock; 3. Brian O'Neil; 4. Bruce Yuill (Yam); 5. Jeff Staples.
200 A: 1. Hans Neff (KTM); 2. Steve Formanek (Kaw); 3. Jim Edmonds (KTM); 4. Shawn Manson; 5. Denny Anderson (Yam).
VET A: 1. Ray Hoard; 2. Ken Robins; 3. Scott Raymond (Kaw); 4. Ken Held.
OPEN A: 1. Jim Simcock (KTM); 2. Roger Billharz (KTM).
SR A: 1. Steve Formanek (Kaw).
250 B: 1. Steve Deyo (Suz); 2. James Bourdon (Yam); 3. Robert Carlson (Suz); 4. Scott Robert ; 5. John Whille.
200 B: 1. Jesse Berthiaume (Yam); 2. Eric Rougeau (Yam); 3. Craig Horsford; 4. David Bradley (Yam).
VET B: 1. Robert White (CRE); 2. Lance Loner (Suz); 3. Dave Dzenutis (Hon); 4. Art Randolph; 5. Stanley Polaski Sr.
OPEN B: 1. Dan Salomone (KTM).
4-STRK B: 1. Woody Carpenter (Hon).
SR B: 1. Chris Fahan (Hon); 2. Pat Fogarty.
250 C: 1. Daniel White; 2. Tim Nelson; 3. Joshua Beebe; 4. Gordon Mullavey (Hon); 5. Mike Armstrong.
200 C: 1. Richard Lessard (Kaw); 2. Andrew Cushing; 3. John Matte (Kaw); 4. Rich Blei; 5. Mike Trzunski.
125 C: 1. Steve Blangerard (Kaw); 2. James Stoddard (KTM); 3. Brian Piffo (Kaw); 4. Robert Maxin; 5. Dale Wager.
VET C: 1. Steven Poplasky (Hon); 2. James Menard (Yam); 3. Charles Smith; 4. Thomas Cooley Jr.; 5. Michael Calderon.
OPEN C: 1. Chris Tanzella; 2. Steve Ostergard; 3. Michael Bradbury; 4. Eric Mirke; 5. Douglas Turner.
4-STRK C: 1. William Reiss (Suz); 2. John Thompson (Hon); 3. Woody Carpenter (Hon); 4. Thomas Cafferty.
SR C: 1. Tim Sylvester; 2. Paul Phelps; 3. Charlie Kennedy.
WMN: 1. Stephanie Hoard; 2. Dawn Sylvia; 3. Dawn Shayer (Hon); 4. Susan LaFlamme; 5. Beverly Ann Simcock (Suz).
MINI: 1. Robert Rowe Jr. (Kaw); 2. Robert Langenback (Hon); 3. Brian Choquette (Hon); 4. John Moore (Yam); 5. Adam Simcock.
JR: 1. Derek Phelps (KTM); 2. Drew Carpenter (Suz); 3. Boyd Brower (Yam); 4. Nathan Kanney (Yam); 5. Jim Wesolowski (Yam).

SETRA Enduro Series, Round 17

Ramey's the champ

By Kenneth King

OLUSTEE, FL, MAY 4

Franklin Ramey III locked up the SETRA Enduro Series Championship by taking his KTM to the win at the Battlefield Enduro. Ramey topped the field with a four-point loss, making it three wins in a row for him in the series. Ramey also joins Allen Gravitt to become the only two riders to win both the SETRA Enduro and Hare Scrambles Championships in the same season. "I never had any major problems," reported MSR-backed Ramey about the enduro. "I just tried to ride hard, and not get stuck, although I almost drowned the bike in the first section."

Finishing in the runner-up spot was Master A rider Lloyd Widener. Widener, riding a '97 Honda CR250 with a 500cc motor shoe-horned into it, used speed and trail savvy to drop six points, besting riders half his age. Lee Daley, riding the 250cc A class, rounded out the top three on the day, with a score of seven.

The River City Dirt Riders always promote a good, tough enduro, and this one was no exception. Recent rains and a low water table created quite a wet ride for everyone, and several trails became impassable and had to be omitted. This did shorten the race, but even with less mileage, the terrain was formidable. The course, about 55 actual miles, consisted of typical Florida terrain: sand, palmettos and mud. Add plenty of water, and things became interesting.

The speed average for the race would be 24 mph, with one gas stop and ample resets to give everyone a break - and a chance to get back on time. The race started at the Olustee Battlefield Park, the site of a civil war battle that lends the enduro its name.

The start would be the first check, followed by 7.6 miles of fast two-track and open trails leading to check two, which was a going-in check. What followed was 9.6 miles of sand, palmettos and fast, wet trails. Seemingly bottomless water holes were everywhere, and quite a few riders either got stuck or drowned out in this section. Team Green rider Steven Smith, Ramey's rival throughout most of the season, saw his race come to an end as he fell victim to the water. Smith's DNF guaranteed Ramey the championship.

"I picked a wrong line, and got stuck in a deep water hole," Smith related. "The bike sucked in water, and I drowned out. I guess it wasn't my day."

Widener went through the section the fastest and was the only rider to zero the section.

"I rode good all day and my early row (row 10) helped," Widener said. "I just tried not to get stuck. My bike would just torque through all that deep mud (referring to his 500cc-motored '97CR250)."

Ramey made it through the section with a one-point loss. Daley lost a point here, as would several of the top A riders. Another Master A-class rider, Emmett Cox, lost a point as he showed the younger guys how to ride the Florida mud.

Check four was a going-in check at 37.2 miles and would be the start of the last 8.4-mile section before the gas stop. This was the tightest, most difficult section of the course, taking the most points from the riders. Ramey smoked everyone here, coming in at 3:10. Daley had the next-fastest time with a 4:27, followed by Open A rider Larry Griffin with a 4:44. Widener lost all of his route points in this section, scoring a 6:38.

After the gas stop, there were five miles of road and trail leading to check six and a restart. This would be the final 5.6 miles of the race. Ramey, Daley, Widener and most of the fast guys had little trouble staying on time, all zeroing the final section.

The average score for the race was in the 20s, with the faster riders dropping between seven and 13 points. The scores progressively became higher for riders on later starting numbers as the endless mudholes became harder and harder to pass. CN

Battlefield Enduro
Olustee, Florida
Results: May 4, 1997

O/A: Franklin Ramey III (4).
200 A: 1. Brian Martin (9); 2. Randy Coody (82).
250 A: 1. Lee Daley (7); 2. Johnny McCoy (7); 3. Paul Seaburn (7); 4. Danny Barrett.
OPEN A: 1. Jeff Wingard (7); 2. Larry Griffin (8); 3. Tim Brown.
4-STRK A: 1. John Harris (8).
MSTR A: 1. Lloyd Widener (6); 2. Emmet Cox (7).
VET A: 1. Kim Watson (8); 2. Arty Spencer (8); 3. Keith Smith (8); 4. Larry Anington (8)
SR A: 1. Mike Shank (8); 2. Dave Johnson (10); 3. Mike Reynolds (11).
S/SR A: 1. John Kirby (9); 2. Johnny Thomas (9).
125 B: 1. Jerald Brownell (8); 2. David Patterson (10).
200 B: 1. Greg Johnson (9); 2. Steve Lewis (16).
250 B: 1. Frank Anelto (7); 2. Eric Armour (9); 3. Mike Johnson (10); 4. Dylan Galbreath (14).
OPEN B: 1. Phillip Doyle (12); 2. Don Dehart (18); 3. Rich Bell (26).
4-STRK B: 1. David Baldwin (12); 2. Kevin Hodge (12).
MSTR B: 1. Wayne Meredith (13); 2. Richard Argabright (14); 3. Campbell Fisher (18).
SR B: 1. Martin Shipman (13); 2. David Norman (18); 3. Carl Monroe (18).
S/SR B: 1. Bill Watkins (12); 2. Lane Shepherd (22); 3. Rich Patterson (30).
VET B: 1. John Carver (9); 2. Ricky Jeffords (9); 3. Wilson Cagle (12).
125 C: 1. Phil Ellis (13); 2. Dwayne Brantley (22).
200 C: 1. Lance Johnson (18); 2. Chris Ingle (24); 3. Scott Lamb (34); 4. Greg Darnell (47).
250 C: 1. Scott Byrd (12); 2. Andy Milton (12); 3. Tommy Byrd (13); 4. Kevin Augustine (16); 5. Brent Beverly (21).
OPEN C: 1. Ted Lentz (15); 2. Mike Culler (17); 3. Shannon Ham (17); 4. Lon Buysman (17); 5. Herman Stoll (23).
4-STRK C: 1. Duane Wellington (17); 2. Hans Wilson (18); 3. Jamie Clontz (19).
MSTR C: 1. Bill Fordham (24); 2. Larry Walls (37); 3. Tom Valley (44).
GLDN MSTR: 1. Joe Haley (12).
SR C: 1. Bob Lyons (19); 2. Al Lagassee (20); 3. Ben Hill (26); 4. John Day (42); 5. William Bunting (49).
S/SR C: 1. Terry Enyart (16); 2. Sam Shaw (20); 3. Steve Huggins (24); 4. John Green (25).
VET C: 1. Greg Ludier (11); 2. Bill Wyrough (13); 3. Patrick Linville (18); 4. Cary Hunt (23); 5. Pat Williamson (25).
SM 200: 1. Bradlee Cribbs (21); 2. John Allen (52); 3. Derek Perry (53).
SM OPEN: 1. Tyler King (30); 2. Phil Johnson (37).

(Left) Franklin Ramey III won the Battlefield Enduro with a four-point score card and locked up the SETRA Enduro Series Championship with the win in Olustee, Florida.
(Below) Todd Blanchard (22) used two holeshots in the 125cc C class to finish third overall at round two of the Gold Star Series at Washougal MX in Washington.

Wing flies at Washougal Mother's Day Motocross

By Pat Dougherty
Photo by Ken Marshall

WASHOUGAL, WA, MAY 11

Roseburg, Oregon's Randy Wing flew his Kawasaki to the top of the Over 40 class during this second round of the Gold Star Series held at Washougal Motocross Park. More than 400 riders raced on Saturday, which was a Loretta Lynn's area qualifier, and more than 500 racers attended the Gold Star series on Sunday.

Sun Valley, Idaho's Randy Van Dyke from Smith Goggles pulled the holeshot with his new CR ahead of the YZ of Wing in the first moto. Boise, Idaho's Bob Bland started third on his new RM, in front of an aggressive Rory Berg on a KX. Berg pushed all the way to second and closed in on Wing, who had taken the lead from Van Dyke. However, Wing answered the wake-up call and stretched his lead out to the checkers. Bland and Van Dyke were stuck together like glue racing for third, until Van Dyke got his second wind and smoothed out to walk away for third.

Buck Murphy nailed the second-moto start on his four-stroke, spanking Van Dyke and Mike Perry on his RM through the first turn, with Berg and Bland in tow. Van Dyke tumbled in the Hillsboro Whoops and later walked off the track. That DNF motivated Berg to get by Perry. Behind that battle, Wing made up ground and passed Bland in the Catcher's Mitt Corner. The leader, Murphy, started sliding back, as Berg and Perry put some passes on each other that thrilled the crowd. With Berg taking Perry over the Chuck Sun Jump and Perry squirting through the inside over the tunnel jump, the lead changed several times for the remaining laps. Berg kept using the outside line in the old second corner, which allowed Perry to make up time and take the lead. Up the hill on the last lap, Berg, showing signs of fatigue, was passed by Wing, but Perry held on for the win. Wing took the overall win, followed by Berg and Perry.

Forty-three riders filled the gate in the 125cc Junior class, and Todd Blanchard holeshot both motos on his CR. Blanchard easily took the first-moto win, with Dwayne Patterson and Jason Cross second and third, respectively. In the second moto, Patterson finished a consistent third place behind winner Josh Bailey and Tracy Johnson in second, which gave him the overall class victory. Cross finished second overall, and Blanchard closed out the top three.

Results

50 OIL INJ: 1. Tony Baxter (Yam); 2. Kenny Ask (Yam); 3. Keaton Mendlik (Yam); 4. Kevin Cool (Yam); 5. Joshua Stahlbaur (Suz).

50 NC: 1. Zachary Carlin (Hon).

50 (4-6): 1. Walker Wilkerson (Lem); 2. Russell Williams (Lem); 3. Jake Anstett (Act); 4. Steven Marshall (Lem); 5. Jacob Scott (KTM).

50 (7-8): 1. Michael Busch (KTM); 2. Joshua Whelchel (Act); 3. Tyler Villopoto (KTM); 4. Jerrid Southard (Lem); 5. Jeffrey Reeves (KTM).

60 (7-8): 1. Todd Nelson; 2. Shawn Habodock (Kaw); 3. Jake Kapostins (Kaw); 4. Guy Tow (Kaw); 5. Ryan Villopoto (Kaw).

60 (9-11): 1. Justin Keeney (Kaw); 2. Jake Weimer (Kaw); 3. Brock Morehead (Kaw); 4. Jake Lulliono (Suz); 5. Kyle Pachmayr (Kaw).

80 (7-11): 1. Jake Weimer (Yam); 2. James Macready (Hon); 3. Justin Keeney (Kaw); 4. Kimberlie Urquhart (Hon); 5. Jake Lulliono (Kaw).

80 (12-15): 1. J.J. Pecsok (Yam); 2. Ty Lacey (Yam); 3. Joey Mancuso (Hon); 4. Rory Sullivan (Kaw); 5. Daniel Reude (Hon).

80 D: 1. Emery Christianson (Yam); 2. Kyle Harris (Hon); 3. Race Lacey (Yam); 4. Jesse Crays (Suz); 5. Matt Charron (Yam).

WMN B/C: 1. Shari Stahl (Hon); 2. Christina Riggs (Kaw); 3. Mary Aderton (Yam).

WMN D: 1. Kimberlie Urquhart (Hon); 2. Danielle Hale (Hon); 3. Breeanna Versteeg (Hon).

S/MINI: 1. J.J. Pecsok (Yam); 2. Joey Mancuso (Hon); 3. Tyler Fick (Suz); 4. Dale Ainslie (Hon); 5. Sean Sullivan (Kaw).

SCHBY: 1. Ty Lacey (Yam); 2. Josh Bailey (Hon); 3. Ronnie Peterson (Suz); 4. Tyson Blood (Suz); 5. Keith Ford (Kaw).

125 A: 1. Dan Moore (Suz); 2. Jason Dempsey (Kaw); 3. Beau Manley (Kaw); 4. Sean Naslund (Yam); 5. David Myers (Hon).

125 B: 1. Robb Manning (Suz); 2. Eric Williams (Kaw); 3. Russell Chace (Yam); 4. Eric Loney (Yam); 5. Mike Corder (Kaw).

125 C: 1. Dwayne Patterson (Hon); 2. Jason Cross (Kaw); 3. Todd Blanchard (Hon); 4. Aric Cool (Hon); 5. Jay Bjaranson (Hon).

125 D: 1. Jery Kinzer (Suz); 2. Nick Wachter (Hon).

250 A: 1. Dan Moore (Yam); 2. Jason Dempsey (Kaw); 3. Terry Hamness (Kaw); 4. Sean Naslund (Yam); 5. Mike Hamness (Kaw).

250 B: 1. Robb Manning (Suz); 2. Justin Homan (Hon); 3. Brad Forkner (Suz); 4. Nick Foister (Kaw); 5. Daniel Johnson (Kaw).

250 C: 1. Jesse Allen (Kaw); 2. Patrick Dougherty (Suz); 3. Todd Wolf (Hon); 4. Tim Melius (Suz); 5. Craig Bowman (Hon).

250 D: 1. Wayne Manning (Suz); 2. Don Perrie (Hon); 3. Garrett Salzer (Yam); 4. Mark Ames (Kaw); 5. Gerald Knifong (Suz).

OPEN A: 1. Mike Stahl (Kaw).

OPEN B/C: 1. James Miller (Hon); 2. Ted Skoper (Hus); 3. Jon Marshall (Hon); 4. John Beal; 5. Ty Whatley (Hon).

OPEN D: 1. Grant Lord (Hon); 2. Greg Quinones (Hon); 3. Brace Barden (Hon); 4. Joseph Fowler (Mai); 5. Scott Buschke (Hon).

30+ A: 1. Scot Tyler (Suz).

30+ B: 1. Todd Hinders (Suz); 2. Robert Burkhart (Yam); 3. Craig Bowman (Hon); 4. Ted Devol (Hon); 5. David Taxel (Suz).

30+ C: 1. Rick Huffman (Kaw); 2. Bill Homan (Kaw); 3. Brian Ralph (Hon); 4. Ron Pease (Suz); 5. Jim Faw (Hon).

30+ D: 1. Tracy Atee (Hon); 2. Dewayne Roberts (Hon); 3. Daren Anstett (Hon); 4. Mark Ames (Kaw); 5. Tom Whelchel (Hon).

40+ A: 1. Randy Wing (Suz); 2. Rory Berg (Kaw); 3. Michael Perry (Suz); 4. Buck Murphy (Hon); 5. Robert Bland (Suz).

40+ B/C: 1. Dean Biddle (Hon); 2. Daniel Trammell (Kaw); 3. David Ekerson (Hon); 4. Jerry Miller (Kaw); 5. Robert Harrison (Hon).

40+ D: 1. Dennis Atee (Hon); 2. Todd Wolfe (Hon); 3. Steven Speece (Hon); 4. Donald Ewing (Hon).

25+ B/C: 1. Jay Jackson (Yam); 2. Todd Hinders; 3. Jere Meeker (Yam); 4. Brad Forkner (Suz); 5. Jeff Rands (Hon).

25+ D: 1. Chris Lenagie (Suz).

BTH SPT: 1. Justin Homan (Hon); 2. Eric Williams (Kaw); 3. Jesse Allen (Kaw); 4. Dwayne Patterson; 5. Garhett Carter (Yam).

BTH D: 1. Wayne Manning (Suz); 2. Travis Rigert (Yam); 3. Matt Castro (Suz); 4. Ryan Westmoreland (Suz); 5. Ashton Wolfe (Hon).

Alessi sets NMA record at Starwest Motocross

By Mike Alessi

MORENO VALLEY, CA, MAY 18

It was a day that will not soon be forgotten for Mike Alessi, who set a new NMA record by winning six separate classes during the NMA Ponca City qualifier held at Starwest Supercross Park.

After 74 laps and 12 motos, Alessi posted wins in three different displacement sizes, including the 50, 60 and 80cc divisions. He scored 11 of 12 moto victories en route to wins in the 50cc 7- to-8-year-old Stock and Modified classes, the Super Pee Wee division, the 60cc Stock and Modified 6- to-8-year-old classes, and the 80cc 7- to-11-year-old Stock race.

The previous record was set by the late Rick Hemme in 1980, when he won five classes, including two 60cc classes and three 80cc divisions.

Though the 50cc and 60cc wins came without incident for Alessi, the 80cc 7- to-11-year-old class was nothing short of a knock-down, drag-out battle. After a first-moto second behind Daniel Taft, Alessi returned in the second moto and challenged Taft for the lead, while Jason Medina turned up the wick and transformed the race into a three-way dogfight for the moto and overall win.

The final straightaway of the final lap was a nail-biting climax to the race, when all three riders raced side by side up to the flag. Approximately seven feet before the finish line, Taft's chain broke, while Alessi and Medina flew side by side over the finish-line jump, with Alessi a wheel ahead. When the dust settled, Alessi scored the win via a 2-1 finish, topping Medina's 4-2 and Taft's 1-5.

Danny Carlson made his return to racing a successful proposition by winning all eight motos entered to earn the overall wins in the 125cc Stock and Modified Pro and 250cc Stock and Modified Pro classes. Carlson raced unchallenged aboard his FMF-tuned Yamahas for almost every moto, and appears to have recovered from the broken foot that kept him out of racing for almost four months.

(Above) Mike Alessi set an NMA record by winning six classes at an NMA Ponca City qualifier held at Starwest Supercross Park in Moreno Valley, California.

Team Suzuki's Shane Bess scored three class wins on his factory RM80. Bess simply outrode his competition in each moto by jumping farther and turning faster as he won the 80cc Stock and Modified 12- to-13-year-old division and the Supermini class.

Results

P/W STK (4-6): 1. Bruce Rutherford (Cob); 2. Donnie Kearney (KTM); 3. Matthew Dormack (KTM); 4. Mike Covelli (Cob); 5. Roberto Jiron (Lem).

P/W STK (7-8): 1. Mike Alessi (KTM); 2. Cole Seely (Act); 3. Mike Meade (Cob): 4. A.J. Kuschatka (Cob); 5. Chad Herbert (Lem).

P/W MOD (4-6): 1. Bruce Rutherford (Cob); 2. Roberto Jiron (Lem); 3. Donnie Kearney (KTM); 4. Chris Taft (KTM); 5. Mike Covelli (Cob).

P/W MOD (7-8): 1. Mike Alessi (KTM); 2. Cole Seely (Act); 3. Chad Herbert (Lem); 4. A.J. Kuschatka (Cob); 5. Jake Huleff (Lem).

S/P/W: 1. Mike Alessi (KTM): 2. Chad Herbert (Cob); 3. A.J. Kuschatka (Cob); 4. Mike Meade (Cob); 5. Donnie Kearney (KTM).

60 STK (6-8): 1. Mike Alessi (Kaw); 2. Jeff Alessi (Kaw); 3. Chad Gores (Kaw); 4. Jake Hulett (Kaw); S. Cole Seely (Kaw).

60 STK (9-11): 1. Carlos Gonzalez (Kaw); 2. Jarred Browne (Kaw).

60 MOD (6-8): 1. Mike Alessi (Kaw); 2. Jeff Alessi (Kaw); 3. Chad Gores (Kaw); 4. Cole Seely (Kaw); 5. Mike Meade (Kaw).

60 MOD (9-11): 1. Carlos Gonzalez (Kaw); 2. Jarred Browne (Kaw); 3. Jason Medina (Kaw).

80 STK (7-11): 1. Mike Alessi (Kaw); 2. Jason Medina (Suz); 3. Michael Parker (Hon); 4. Ty Morrow (Kaw); 5. Daniel Taft (Suz).

80 STK (12-13): 1. Shane Bess (Suz); 2. Jesse Camillas (Suz); 3. Shane Kelley (Yam).

80 MOD (7-11): 1. Brent Line (Suz); 2. Daniel Taft (Suz); 3. Michael Parker (Hon); 4. Ty Morrow (Kaw).

80 MOD (12-16): 1. Shane Bess (Suz); 2. R.J. Thompson (Kaw); 3. Shane Kelley (Yam); 4. Jesse Casillas (Yam); 5. Shane Fox (Yam).

S/MINI: 1. Shane Bess (Suz); 2. R.J. Thompson (Kaw); 3. Jesse Casillas (Yam); 4. Brent Line (Suz); 5. Shane Fox (Yam).

125 STK INT: 1. Monte Montague (Suz); 2. Derek Chase (Yam); 3. Josh Stice (Hon); 4. Matt Carpenter (Suz); 5. Gary Tracy (Yam).

125 STK EX: 1. Danny Carlson (Yam).

125 MOD NOV: 1. Nathan Craig (Suz); 2. Joshua West (Suz); 3. Rudy Rodriguez (Kaw); 4. Matt Carpenter (Suz); 5. Derek Chase (Yam).

125 MOD INT: 1. Monte Montague (Suz); 2. Bomber Hernandez (Yam); 3. Gary Tracy (Yam).

125 MOD EX: 1. Danny Carlson (Yam).

250 INT STK: 1. Carl Chase (Kaw); 2. Randy Clark (Yam); 3. Bryan Lamborn (Hon); 4. Gary Tracy (Yam); 5. Rudy Rodriguez (Kaw).

250 EX STK: 1. Danny Carlson (Yam).

250 MOD NOV: 1. Carl Chase (Kaw); 2. Randy Clark (Yam); 3. Bryan Lamborn (Hon); 4. Gary Tracy (Yam).

250 MOD NOV: 1. Danny Carlson (Yam).

250 MOD EX: 1. Monte Montague (Suz).

Wood wows at Red Wing Hare Scrambles

By Rose Parmeter

RED WING, MN, MAY 10

Displaying the exquisite form that earned the 500cc class Amateur National Championship, Bay City, Wisconsin's Mike Wood blasted over the Indianhead Cycle Club's 325-foot, two-jump hill in 6.29 seconds, setting fast time of the day and capturing the 500cc victory.

Wood put the crowd in suspense at the District 23 season-opener hillclimb after his first-round time of 7.75 put him in second place behind Rick Parmeter's 6.870. But, as he's done so many times in the past, Wood and his immaculate, perfectly set-up CR500 came back in the second half for the win. Parmeter couldn't better his time in the second half, leaving the door open for Todd Cipala, right on Wood's heels in second place at 6.43.

Cipala, Jay Parmeter, and 750cc National Champion Matt Nelson battled for the top spots in the 750cc class. Cipala led the class after the first round at 7.352. In round two, KTM-mounted Jay Parmeter blasted out of the hole and completed a nearly flawless ride of 6.96 to take the lead. A few runs later, Nelson, also on a KTM, clocked an equally impressive 6.98. But it was all for naught; Cipala answered those rides with a Kawasaki-powered 6.46 for the win. Parmeter finished second, Nelson third.

A tri-state challenge emerged in the 400cc class, where riders from Nebraska, Illinois and Wisconsin took the top three spots. Cornhusker J.J. Tilson traversed only 81 feet on his first attempt, but round two left no doubt that this guy was moving. His 7.83 blasted the first-round riders out of the water and guaranteed the victory. Tod Parmeter and Illinois' Mark Stamm also improved their times in round two for second and third, respectively.

Results

MICRO MINI: 1. Nathan Redmann; 2. Steph Tonges; 3. Jason LaFavor.

MINI JR: 1. Jason Prebe; 2. Mike Huiras; 3. Luke Parmeter.

MINI SR: 1. Colby Marble; 2. Kevin Braun; 3. Jessica Prebe.

125: 1. Jeff Piontek; 2. Pat McCabe; 3. Ryan Peterson.

200: 1. Mel Piontek; 2. Dan Mears; 3. Tina Enevold.

250: 1. Ryan Lawrence; 2. Dan Shaha; 3. Leif Johnson.

400: 1. J.J. Tilson; 2. Tod Parmeter; 3. Mark Stamm.

500: 1. Mike Wood; 2. Todd Cipala; 3. Arnold Jelinek.

750: 1. Todd Cipala; 2. Jay Parmeter; 3. Matt Nelson.

OPEN: 1. Duane Walser; 2. Chad Faide; 3. Todd Cipala.

SR: 1. Dennis Jelinek; 2. Bill Curtis; 3. Randy Metalas.

Morrison makes it two at Virginia Hare Scrambles

By Kelly Allen

DILLWYN, VA, MAY 11

Motor Imports/Havoline-sponsored Daniel Morrison became the first rider this season to score his second overall win at round four of the Virginia Championship Hare Scramble Series. Riders flocked to Actiontown Raceway for the Central Virginia 100, even with wet weather in the forecast.

Morrison jumped into the early lead in front of local favorite David White, Martinville's Tommy Handy, and Hampton Road's AMA contenders Andrew Williams, George Greer and Jason Greer. Morrison still held the advantage at the end of the first lap but with Jason Greer in hot pursuit. Although Morrison was able to stretch his lead to nearly a minute at the half-way mark, it looked as though Jason Greer might still have time to make a charge. Morrison had a 45-second lead with one lap to go and took the checkers at the finish, followed by Jason Greer and a hard-charging Tommy Handy. Not far behind Handy came Husky-mounted White, who had won the event in the past, and Andrew Williams rounded out the top five for the second week in a row.

Stephen Edmondson and Timmy Mitchell both returned to top the podium in their classes after suffering defeats at the previous round. Edmondson won the 200cc A class, while Mitchell held off Mark Allman and Mike Capewell for 250cc A honors. Gil Griggs edged out Phillip Doyle and a host of other Veteran A class racers for his first win of '97.

Unfortunately, the Mini and Women's class racers had the rain come pouring down just as they made their way to the start of their race. Jason Balonis made the most of the horrific conditions by winning his fourth straight Mini event win.

"I didn't think that the course was all that bad," Balonis said after the rain-shortened event. "I just kept on the gas through the tough spots so that I wouldn't get stuck. The next thing I knew, the race was over."

The Women's class found the course much less enjoyable than the teen-age riders did as the conditions worsened. Christine Blake took the win, with Judy Tweedy, Melissa Barton, Heather Greer and Kay Edmondson closing out the top five in the miserably wet conditions.

Results

O/A: Daniel Morrison (Kaw).

AA: 1. Jason Greer (Hon); 2. Tommy Handy (Kaw); 3. David White (Hus); 4. Andrew Williams (Hon); 5. George Greer (Hon).

200 A: 1. Stephen Edmondson (Kaw); 2. Ronald Ingram (Kaw); 3. Brian Bouma (Yam); 4. Chance Baker (Kaw).

250 A: 1. Timmy Mitchell (Yam); 2. Mark Allman (Kaw); 3. Mike Capewell (Kaw); 4. Monte Orr (Hon); 5. Tracy Crawford (KTM).

VET A: 1. Gil Griggs (Suz); 2. Phillip Doyle (KTM); 3. Darryl Campbell (Yam); 4. Rickie Huffman (Suz); 5. Danny Morrison (Kaw).

200 B: 1. Chad Parker (Kaw); 2. Mike Bouma (Yam); 3. Chuck Honeycutt (Kaw); 4. Warren Stimpson (Hon); 5. Chris Kite (Kaw).

250 B: 1. Travis Williford (Suz); 2. Warren Hill (KTM); 3. Joey Woody (Kaw); 4. Jason Brown (Kaw); 5. Joel Hawkins (Hus).

VET B: 1. Paul Sandridge (Hon); 2. Jerry Calvert (KTM); 3. Barry Lee (KTM); 4. Bobby Wilt (Hon); 5. Robert Hawkes (Hus).

SR: 1. Graham Kenan (Hon); 2. Bruce Triplett (KTM); 3. Bob Jones (Kaw); 4. Howard Roquet (Hon); 5. Bob Wick (Suz).

4-STRK: 1. David Baldwin (Hon); 2. R.J. Faddis (Hus); 3. Tommy Reynolds (Hon); 4. David Colaw (Hon); 5. Kenneth Lowry (Hon).

MINI: 1. Jason Balonis (Hon); 2. Donnie Hardman (Kaw); 3. Jason Bailey (Kaw); 4. Scott Capewell (Kaw); 5. Sonny Hirsch (Hon).

WMN: 1. Judy Tweedy (Kaw); 2. Christine Blake (Hon); 3. Melissa Barton (Suz); 4. Heather Greer (Hon); 5. Kay Edmondson (Hon).

200 C: 1. Josh Elliot (Kaw); 2. Johnny Newell (Hon); 3. David Young (Yam); 4. Brian Morgan (Kaw); 5. Michael Keesee (Kaw).

250 C: 1. Andy Culbeth (Yam); 2. Chris Strang (Kaw); 3. Eric VonSeldeneck (Hon); 4. Jeff Woody (Kaw); 5. Matt Kanady (Kaw).

Luca lassos Dead Cow Enduro

By Kern Burden

MIO, MI, MAY 11

Scott Luca opened defense of his District 14 Enduro title by winning the season-opening Dead Cow Enduro.

Alan Randt and David Lipovsky gave notice that they were going to make sure that defending the title would be just as tough as winning it the first time. KTM-mounted Luca carded a 12 with steady riding and consistency, while Randt and Lipovsky completed the KTM sweep of the podium with 15 cards. Randt edged Lipovsky by five seconds total at the two tie-breaking emergency checks to take second. Ron Scharphorn, on yet another KTM, took fourth with a 17, while Vic Flegel was fifth overall on his KX.

The day broke sunny and cold but, before the first rider hit the woods, storm clouds were brewing. What had been a dusty hard trail that had authorities worried about a forest fire soon became a soggy, slippery mess. Veteran woods racers smiled and hammered the check crews with jokes about the lack of dust, but the weather began to take its toll on many of the beginners. The rocky hills of the area became points-takers for the majority of the B- and C-class riders.

One of the great rides of the day was turned in by Harold Hall, who dropped 32 points. The Eaton Rapids KTM rider tied for High Point B honors as a Super Senior-class rider - that's over 50 years old. Age and experience can truly beat youth and exuberance on an enduro course.

The treasured Cow Skull went to Grand Champion Luca, the AA High Point trophy went to Randt, the High Point A trophy went to Scott Bassett, the High Point B trophy went to Phillipe Bauduc, and the High Point C trophy went to John Hutchins. The series now moves to Traverse City for the Cherry Pit Classic.

Results

GRAND CHAMPION: Scott Luca (KTM).

AA HI-PT: Alan Randt (KTM).

A HI-PT: Scott Bassett (Hon).

B HI-PT: Phillipe Bauduc (KTM).

C HI-PT: John Hutchins (KTM).

AA: 1. David Lipovsky Jr. (KTM); 2. Ron Scharphorn (KTM); 3. Vic Flegel (Kaw); 4. Richard Scharphorn (KTM); 5. Aaron Barth (Kaw).

200 A: 1. Brad Lowe (Hon); 2. Jeff Hunt (Kaw); 3. Mark Lipovsky (Kaw).

250 A: 1. Fred Stevens (Hon); 2. Tom Jonckheere (KTM); 3. Scott Curtis (Kaw); 4. Brian Southworth (KTM); 5. Paul Zalac (KTM).

OPEN A: 1. Todd Weaver (KTM); 2. Russel Norman (KTM); 3. Jeff Hall (KTM); 4. Kirk Tolly (KTM); 5. Wes Habermehl (KTM).

VET A: 1. Brian Lohman (KTM); 2. Brian Marr (Hon); 3. John Love (Hon); 4. Bill Holoweski (Hon); 5. Terry Sanderson (Hon).

SR A: 1. Kim Mahnke (Kaw); 2. Terry Wilton (KTM); 3. David Lipovsky Sr. (KTM); 4. Clint Southworth (KTM); 5. Dennis Gale (KTM).

4-STRK A: 1. Scott Eldred (Hbg).

200 B: 1. Steven Combs (Kaw); 2. Kyle Mclead (Hon); 3. Brian Light (Yam).

250 B: 1. Jason Roerig (KTM); 2. Sean Lipovsky (Suz); 3. Derek Alberson (Hon); 4. Shawn Denman (KTM); 5. Scott Burnham (Yam).

OPEN B: 1. Sean Newman (KTM); 2. Mike Beckwith (Hon); 3. Karl Stratz (Yam); 4. James Payne (KTM); 5. David Krick (KTM).

VET B: 1. Bob Burt (Hon); 2. George Kasza (KTM); 3. Stennis Prochnow (KTM); 4. Douglas Hamilton (Suz); 5. Brian McMahan (Hus).

SR B: 1. Fred Briggs (Hon); 2. James Miller (KTM); 3. Jerry Pekel (KTM); 4. Lance Larson (Kaw); 5. Sam Boullion (Kaw).

4-STRK B: 1. Steve Parker (Kaw); 2. Nick Zambon (Kaw); 3. Dave Hutchinson (Hon); 4. Mike Kasch (Hon); 5. Mark Quador (Hon).

200 C: 1. Duane Lemoine (Kaw); 2. Ken Contois (Kaw); 3. Scott Barclay (Hon); 4. Bryan Kryzanowicz (Kaw); 5. Joseph Tolfree (Kaw).

250 C: 1. Randy Odell (KTM); 2. Tom Simko (KTM); 3. Scott Wellman (Hon); 4. Ed Swindell (Suz); 5. Robert Munger (Kaw).

OPEN C: 1. Ken Hagerl (Hon); 2. Matt Near (KTM); 3. Darren Blades (Kaw); 4. Craig Strange (Hus); 5. Kendall Westveer (KTM).

S/SR: 1. Harold Hall (KTM); 2. Per Lillemoen (Suz); 3. Richard Ward (KTM); 4. John Bombyk (Yam); 5. Carl Scharphorn (KTM).

MSTR: 1. Ted Del Solar (Yam).

DUNLOP WORLD SUPERBIKE CHAMPIONSHIP '97

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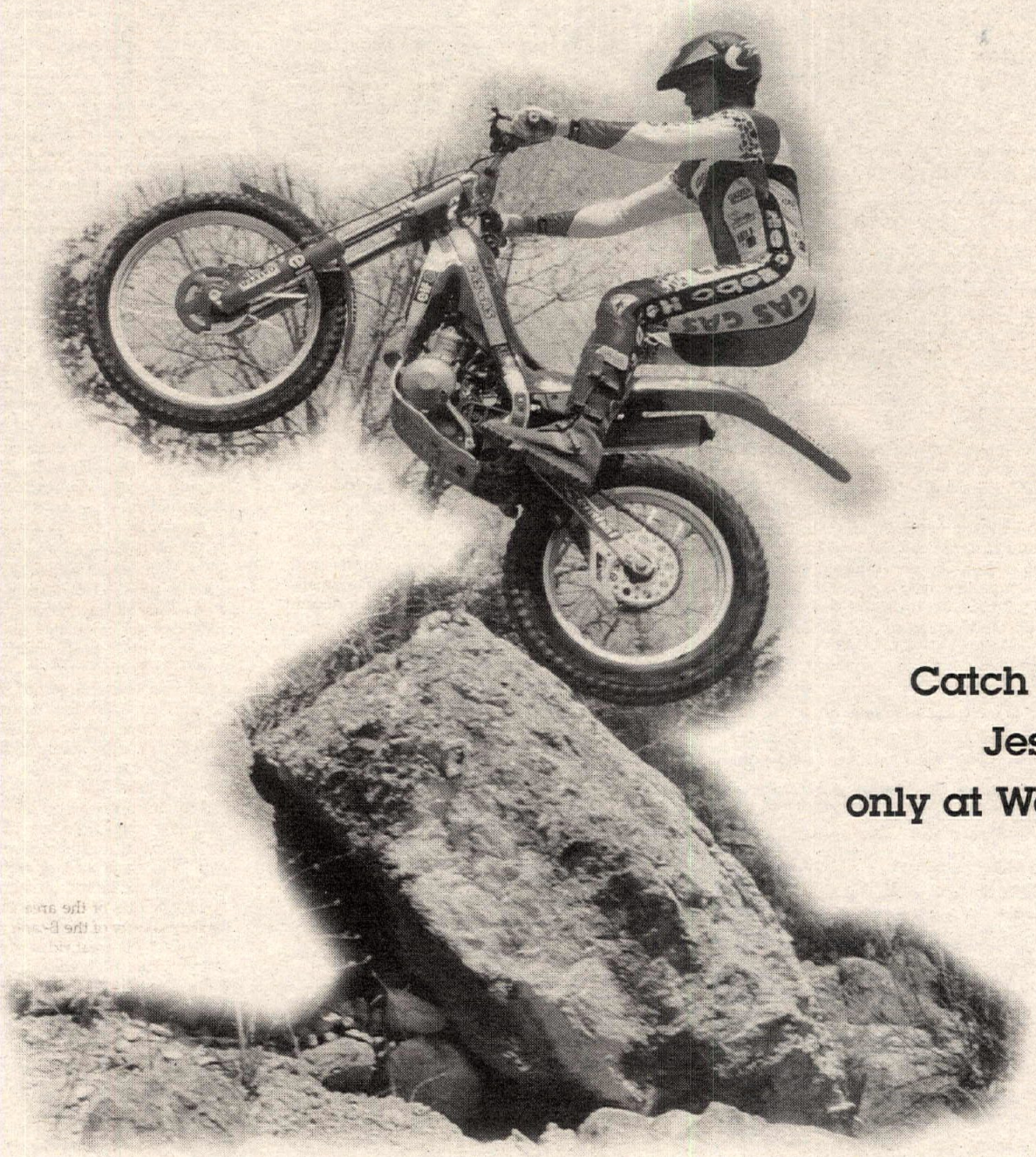

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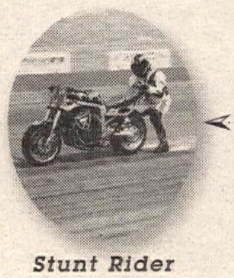

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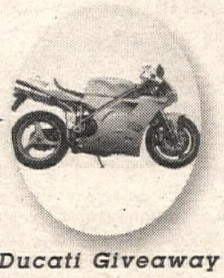

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Boren buck's 'em at Devil's Bowl vintage HM

By Mike Zbrozek
Photo by Dan Mahony

MESQUITE, TX, MAY 4
The VDTRA Central Region riders rolled into the Dallas area, for the inaugural (and rescheduled, due to rain) running of the Scotty Adams Promotions Devil's Bowl Speedway Half Mile, where Pro-twin rider Buck Boren had a rewarding day. Much to the delight of his cheering friends and family, the local Dallas-area fireman lit up the race track with his BSA twin in his heat race, and kept the fire lit in the main event to take the win.

Second Pro-twin heat-race winner John Fike, also BSA-mounted, had other plans for Boren in the main, and rode convincingly to threaten Boren's effort at every turn. The two riders were mostly even down the main staightaway, but Fike could brake just a little later into turn one and put a wheel alongside Boren. However, Boren had the exit from turn two nailed and could pull away from Fike down the back stretch, with Fike regaining in three and four.

While Boren and Fike raced away to first and second place far ahead of the pack, third-place rider Kurtis Taylor kept a three-bike lead on Mike Meyer's XR750. Taylor had made his move at the start line to move into third, whereas Meyer had to work his way past the Yamaha of Mike Mendenhall and the TrackMaster Ducati of Doug Stewart to move up on Taylor. Meyer would run out of race before he could make a genuine run on the third-place rider. The BSA of Frank Bardaro and the Yamaha of Ed Cook would fill out the first six spots.

In earlier events, Steve Nichols of Tulsa, Oklahoma, ran wire to wire in the Pro 250cc class, while Mike Watkins took his last-place start all the way to third behind Bill Walker.

With the Pro 250cc win under his belt, Nichols had his work cut out for him in Pro 600cc racing, as he slipped his TPR Yamaha off the start line last and had to pick off seven other riders before taking the lead on lap six as he passed race leader Joe Snyder. In the first couple of laps, Snyder and Johnny Isaacs, on his TPR B50 BSA, swapped the lead several times before Snyder could take control when Isaacs found the marbles high in turn two. Isaacs kept his BSA on the pipe, however, holding off the BSA of Roger Sterling to finish in the top three.

Results

250 AM: 1. Brian McCarty (Tri); 2. Bill Henry (Bul); 3. James Taylor (Yam); 4. Russell Bowers (Yam); 5. Tim Walker (Yam).

600 AM: 1. Jeff Garlach (Yam); 2. Brian McCarty (Tri); 3. Ray Crews (Yam); 4. J.R. McNamara (Yam); 5. Mike Zbrozek (Tri).

OPEN TW: 1. Reggie Barkley (Yam); 2. Fred Schmitt (Tri); 3. Ron Stone (Tri); 4. Rip Raygor (Yam); 5. David Huddin (Tri).

SR: 1. Doug Stewart (Duc); 2. John Gregory (Yam); 3. Jeff Garlach (Yam); 4. Johnny Isaacs (BSA); 5. Tommy Key (Yam).

250 PRO: 1. Steve Nichols (Yam); 2. Bill Walker (Yam); 3. Mike Watkins (Bul); 4. Kurtis Taylor (Yam); 5. Joe Gooden (BSA).

600 PRO: 1. Steve Nichols (Yam); 2. Joe Snyder (Hon); 3. Johnny Isaacs (BSA); 4. Roger Sterling (BSA); 5. John Fike (BSA).

OPEN PRO TW: 1. Buck Boren (BSA); 2. John Fike (BSA); 3. Kurtis Taylor (Tri); 4. Mike Meyer (H-D); 5. Frank Bardaro (BSA).

PRO MSTR: 1. John Fike (BSA); 2. David Barkley (Yam); 3. John Varbel (Yam); 4. Mike Mendenhall (Yam); 5. James Henry (Nor).

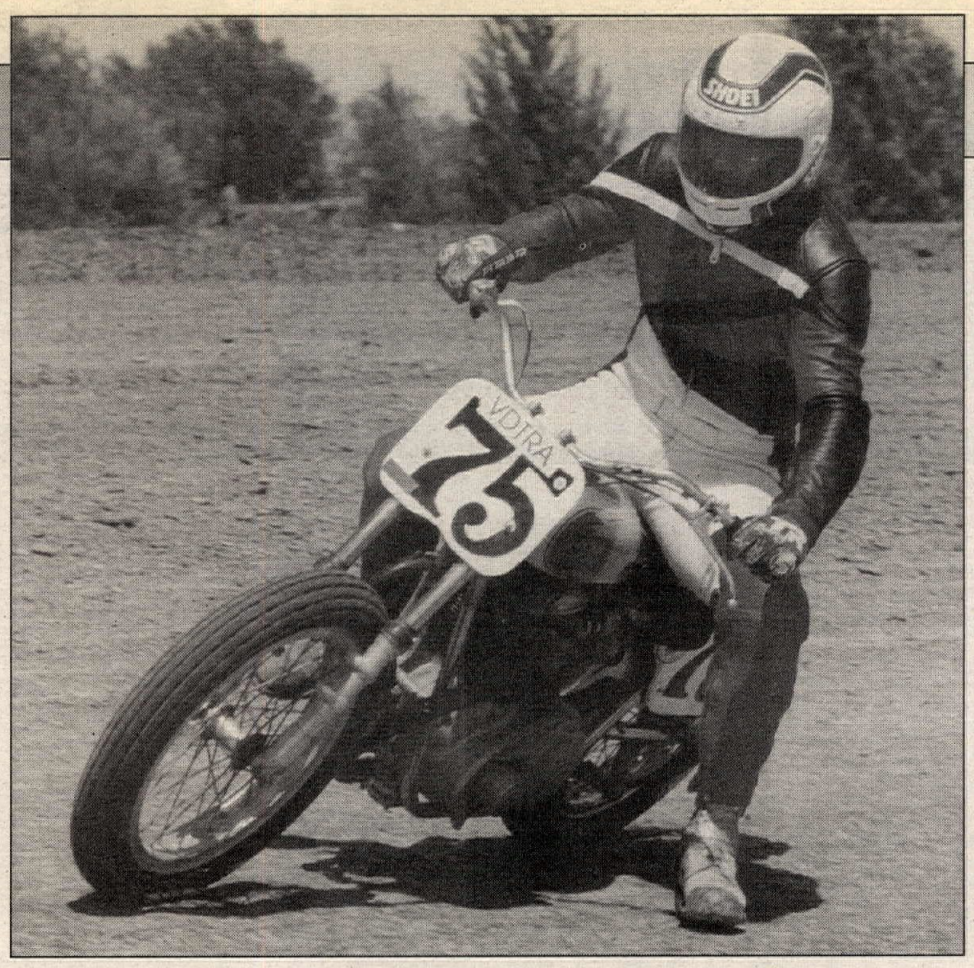
Gunn on target at Firebird sprints

By Michael Ross

CHANDLER, AZ., MAY 24-26
Tucson bartender Kye Gunn borrowed a Honda CBR900RR and returned to Firebird this weekend to pick up where he left off at the last race by winning everything he entered, including the Unlimited GP race on Sunday. Gunn outmatched the Suzuki GSXR750 of David Duprey in the Unlimited GP race, then came back later in the day and took a victory over A.J. Amman in the Unlimited GP race.

After a devastating last race in the 1996 season, when Amman crashed both his bikes before turning a wheel in competition, Firebird fans were glad to see him return to his winning ways. The Phoenix motorcycle technician rode impeccably after his nearly year-long hiatus to win both the Heavyweight and Unlimited Sportbike classes and the Heavyweight Superbike race on his nearly stock GSXR750.

Another racer returning to Firebird after a long absence was Scott Willock, on a Suzuki TL1000. Willock has raced with the Phoenix-based club off-and-on for over a decade, but time hasn't slowed the Tucson rider down. Willock put the yet-to-be-painted all-white Suzuki twin into the winner's circle after the Super Twins race, where he beat the EX500 of current points leader Jason Parker. Willock later returned to take a third behind David Duprey in the Heavyweight Superbike event.



(Right) Buck Boren took his BSA twin to the victory in the Pro Twin class at the VDTRA regional half mile race at Devil's Bowl Speedway in Mesquite, Texas.

After an inspired weekend during the May 2 race, 40-year-old Rick Stratton was hoping to repeat his performance again this month, but a Saturday-morning crash virtually destroyed his colorful CBR600. Nevertheless, Stratton, who reportedly suffered several broken ribs in the incident as well as other injuries, borrowed a bike and put on his race face for Sunday. Racing in extreme pain, Stratton finished four races, taking a well-deserved second in Senior Sportbike behind Chuck Dixon.

Results

U/L SPT/BK: 1 A.J. Amman (Suz); 2. Sammy Richards (Kaw); 3. Chris Bush (Suz); 4. James Romero (Hon); 5. Jason Parker (Hon).

H/W SPT/BK EX: 1. A.J. Amman (Suz); 2. Todd Costley (Kaw); 3. Joseph Castillo (Suz); 4. James Romero (Hon); 5. Sammy Richards (Kaw).

H/W SPT/BK AM: 1. David Sturgess (Suz); 2. Matt Whittaker (Suz); 3. Dave Hansen (Yam); 4. Neal Hazelett (Suz); 5. Eric Haugo (Yam).

M/W SPRT/BK EX: 1. Cass Morgan (Hon); 2. James Romero (Hon); 3. Sammy Richards (Kaw); 4. Joshua Hopson (Kaw); 5. Marc Luedecke (Hon).

M/W SPT/BK AM: 1. Jared Kapoor (Hon); 2. Jason Bluth (Hon); 3. Michael Houp (Hon); 4. Douglas Crites (Suz); 5. Byron Downs (Yam).

L/W SPT/BK EX: 1. Scott Fisher (Hon); 2. Jason Parker (Kaw); 3. Mark Ledesma (Kaw); 4. Chris Bush (Yam); 5. Stephen Peters (Yam).

L/W SPT/BK AM: 1. Scott Jensen (Yam); 2. Greg Gillis (Suz); 3. David Genet (Hon); 4. William Dickerson (Hon); 5. Jesse Provencio (Kaw).

SR SPT/BK: 1. Charles Dixon (Hon); 2. Rick Stratton (Hon); 3. Travis Short (Duc); 4. Craig Frank (Kaw).

U/L S/BK: 1. Kye Gunn (Hon); 2. A.J. Amman (Suz); 3. David Duprey (Suz); 4. Jason Parker (Hon); 5. Todd Costley (Kaw).

H/W S/BK: 1. A.J. Amman (Suz); 2. David Duprey (Suz); 3. Scott Willock (Suz); 4. Fred Schell (Kaw); 5. Sammy Richards (Kaw).

H/W S/BK AM: 1. David Sturgess (Suz); 2. Dave Hansen (Yam); 3. Eric Haugo (Yam); 4. Neal Hazelett (Suz); 5. Matt Whittaker (Suz).

M/W S/BK EX: 1. Chris Greve (Hon); 2. Sammy Richards (Kaw); 3. Rick Stratton (Hon); 4. James Romero (Hon); 5. Cass Morgan (Hon).

M/W S/BK AM: 1. Jason Bluth (Hon); 2. Jared Kapoor (Hon); 3. W. Brian Stewart (Hon); 4. Monte Voegeli (Hon); 5. Byron Adams (Yam).

L/W S/BK EX: 1. Scott Fisher (Hon); 2. Jason Parker (Kaw); 3. Mark Ledesma (Kaw); 4. Chris Bush (Yam); 5. Mark Di Pietro (Yam).

L/W S/BK AM: 1. Scott Jensen (Yam); 2. Gregg Gillis (Suz); 3. Merlyn Frank (Hon); 4. David Genet (Hon); 5. Erik Cornet (Kaw).

U/L GP: 1. Kye Gunn (Hon); 2. David Duprey (Suz); 3. A.J. Amman (Suz); 4. Mark Ledesma (Kaw); 5. Jason Parker (Hon).

M/W GP EX: 1. Sammy Richards (Kaw); 2. Michael Noschese (Yam); 3. Cass Morgan (Hon); 4. Chris Greve (Hon); 5. James Romero (Hon).

M/W GP AM: 1. Jason Bluth (Hon); 2. Jared Kapoor (Hon); 3. Michael Houp (Hon); 4. Tim Grant (Hon); 5. Brian Stewart (Hon).

L/W GP EX: 1. Kevin Mcleod (Hon); 2. Scott Fisher (Hon); 3. Jason Parker (Kaw); 4. Chris Bush (Yam); 5. Robert Gonzales (Duc).

L/W GP AM: 1. Scott Jensen (Yam); 2. Merlyn Frank (Hon).

H/W SPTSMN EX: 1. Scott Fisher (Hon); 2. Jason Parker (Kaw); 3. Jerry Reeves (Kaw); 4. Chris Bush (Yam).

L/W SPTSMN: 1. Scot Welch (Kaw); 2. Jerry Reeves (Kaw); 3. Jason Parker (Kaw); 4. Chris Bush (Yam); 5. James Duncan (Suz).

S/TW EX: 1. Scott Willock (Suz); 2. Jason Parker (Kaw); 3. Robert Gonzales (Duc); 4. Jerry Reeves (Kaw).

S/TW AM: 1. Travis Short (Duc); 2. Ken Martinez (Duc); 3. Scott Thomas (Duc).

GT1 EX: 1. Joseph Castillo (Suz); 2. Jason Parker (Hon); 3. James Romero (Hon); 4. Mark Ledesma (Kaw); 5. Mike Klein (Hon).

GT1 AM: 1. David Sturgess (Suz); 2. Eric Haugo (Yam); 3. Neal Hazelett (Suz); 4. Travis Short (Duc); 5. Richard Webster (Kaw).

GT2 EX: 1. Chris Greve (Hon); 2. Cass Morgan (Hon); 3. James Romero (Hon); 4. Joshua Hopson (Kaw); 5. John Jewett (Suz).

GT2 AM: 1. Jared Kapoor (Hon); 2. Brian Swead (Yam); 3. Craig Frank (Kaw); 4. Sean Crosby (Hon); 5. Lawrence Kaplan (Suz).

GT3: 1. Scott Fisher (Hon); 2. Mark Ledesma (Kaw); 3. Greg Gillis (Suz); 4. Chris Bush (Yam); 5. David Genet (Hon).

Mesa takes victory title at Sears Point Road Race

By David Dold

SONOMA, CA, MAY 25
Rob Mesa won his second Rohm Performance Machine Formula Pacific Challenge race at Sears Point Raceway, using the overwhelming power of his RPM-tuned Yamaha to push his way to the front of a competitive five-bike battle for the lead.

The lead pack developed early as Mesa, reigning champion Steve Rapp, Ken Hill and Jeff Short pulled away from the field, staying in a tight group with Hill in the early lead. After winning the previous round at Thunderhill Park Raceway and moving into a tie in the championship points standings with Mesa, Hill led comfortably through the first few tours of the circuit. The action behind him was less settled, as Mesa and Rapp battled for position, most spectacularly on the brakes into turn 11, where both riders would ride the front brakes deep into the corner before settling their weaving bikes back down and throwing them toward the apex.

Short remained a constant reminder of the perils of any error on their part, lurking a few bike lengths back in fourth place but never losing pace with the leaders. Rapp made the first move toward the lead, passing Hill and putting his GSXR600 in front of the bigger bikes, despite running on DOT tires. His turn at the front was short-lived as Hill, after surviving a barrage of attacks from Mesa, pushed back around Rapp and left him to battle Mesa once again. With the laps winding down, Mesa began putting his horsepower advantage to work. Exiting the chicane, Mesa ripped past Rapp as though the Cycle Gear Suzuki had been nailed to the track and stormed up the hill, then repeated the performance the next lap - but this time it was the slick-shod GSXR750 of Hill that was a close witness to the power of the Yamaha.

Mesa began to pull away from Hill just as Rapp began dropping back, the life span of his DOTs apparently two laps too short at the pace the leaders were running. Short took advantage of Rapp's fade, and his strategy of trailing the leaders without overextending his bike paid off as he moved into third place. The excitement at the front wasn't quite over as Hill, trying to make up time on the brakes going into turn 11 with Mesa in sight and Short close behind, lowsided and slid out of second place and into the hay bales unharmed. The crash solidified Mesa's lead on the track and in the championship, and pulled Rapp back into a podium finish, keeping his hopes of retaining the title alive.

Adding a new flavor to the grid was the TZ125 of Thomas Alldredge, venturing into a field regularly dominated by the big-bore fourstrokes, where even a 250cc GP bike is hard-pressed to compete. Alldredge, starting from the last row, kept his Yamaha in front of a pair of 250s, and was closing on a 600 before pulling off to prepare for his Formula III event in the following race.

Formula II featured another packed grid, with over 60 bikes lining up for the start. The anticipated battle between reigning AFM champion Brian LeFevre and Willow Springs champion Michael Montoya never came to pass, as LeFevre got off to a tough start and couldn't overcome the huge lead Montoya had built after the first lap. The battle between the two now stands at a win apiece, as LeFevre took the opening round at Sears Point. Troy Maturo, another Willow Springs regular, circulated unmolested for third place ahead of Mark Ingalls, hobbling on an injured ankle following a practice crash.

The face at the front of the Formula III grid continues to change. Class favorite Carlos Neves sat in a hospital with a badly injured wrist suffered in a Saturday crash, awaiting a second surgery, as the 125s rolled out to the grid, distancing himself even further from his championship hopes. A lead trio of Alldredge, Peter Femenia and Rocky Wong developed quickly and sped away from the pack. Every lap their positions would change, as no corner went without a challenge made. The Yamahas of Alldredge, finally sporting new bodywork, making the bike look almost as fast as it is, and Femenia, running under the World Sports Imports banner, fought Wong's World Motors Honda across every inch of track. The trio were never more than a few bike lengths apart and often closed so close to each other that a mistake by any one of them would have resulted in fourth-place finisher Max McFarland being instantly vaulted to first.

Turn 11 became a focal point for the intensity of their battle. Wong would drive in deep, hard on the brakes, while Alldredge relied on his incredible midcorner speed to keep close to Femenia, who consistently drove out of the corner fastest, usually pushing himself perilously close to the retaining wall on the exit. The race was eventually decided on the last lap by back markers from the concurrently run 250cc Superbike race. Alldredge led the trio past the white flag, with Wong closest of the two trailers, and continued to lead as the group approached turn 11 for the final time. The 125s cut quickly past the backmarkers, but on the exit Wong and Alldredge were forced to split around a slower bike, and Wong chose the better line, driving underneath and beating Alldredge to the chicane. The two were within a bike length as they crossed the line, but it was Wong in front with a well-earned victory.

Results

F-PACIFIC: 1. Rob Mesa (Yam); 2. Jeff Short (Suz); 3. Steve Rapp (Suz); 4. Mike Nissen (Hon); 5. Chris Thorsen (Suz).

F-III: 1. Rocky Wong (Hon); 2. Thomas Alldredge (Yam); 3. Peter Femenia (Yam); 4. Max McFarland (Hon); 5. Joji Tokumoto (Hon).

OPEN GP: 1. Rob Mesa (Yam); 2. Mike Nissen (Hon); 3. Jim Fife (Suz); 4. Bob Siebenhaar (Hon); 5. Mark Nelson (Hon).

F-II: 1. Michael Montoya (Yam); 2. Brian LeFevre (Yam); 3. Troy Maturo (Yam); 4. Mark Ingalls (Yam); 5. Dan Cook (Yam).

F-1: 1. Jeff Short (Suz); 2. Joe Brett Williams (Hon); 3. Zoran Vujasinovic (Suz); 4. Cory Call (Suz); 5. Greg Brazell (Suz).

F-SGL: 1. Brian Brown (Spo); 2. Stuart Knigge; 3. Greg Kersten (Hon); 4. Russ Meagher (Yam); 5. David Vogel (Hon).

F-TW: 1. Gregory Prinze (Duc); 2. Paul Orlandi (Duc); 3. Joe Carillo Jr. (Duc); 4. Tom Terry (Duc); 5. Josh Golden (Duc).

500 TW: 1. John Burden (Kaw); 2. David Chowenhill (Kaw); 3. Jody Matsler (Suz); 4. Alan Kelso (Kaw); 5. Brian Long (Kaw).

450 S/BK: 1. Ross Wells III (Yam); 2. Gary Hatfield (Yam); 3. Enzo Ferrara (Yam); 4. Jody Matsler (Suz); 5. Brian Long (Kaw).

600 S/BK: 1. Steve Rapp (Suz); 2. Brian Parriott (Hon); 3. Mike Sullivan (Suz); 4. Donald Greene (Yam); 5. Timothy Kamholz (Suz).

750 S/BK: 1. Jeff Short (Suz); 2. Anthony Lupo (Suz); 3. Ken Hill (Suz); 4. Chris Thorsen (Suz); 5. Mike Sullivan (Suz).

OPEN S/BK: 1. Mike Nissen (Hon); 2. Cory Call (Suz); 3. Mark Nelson (Hon); 4. Paul Orlandi (Duc); 5. Antonio Escalante (Suz).

250 S/BK: 1. Joe Carillo Jr. (Yam); 2. Tait Rush (Yam); 3. David George (Hon); 4. Steve Robinson (Yam); 5. Jim Monaco (Yam).

F-40: 1. Dennis Doherty (Yam); 2. Bob Siebenhaar (Hon); 3. Paul Orlandi (Duc); 4. Paul Trautman (Hon); 5. David Vogel (Kaw).

S/DINO: 1. Enzo Ferrara (Yam); 2. Doug Elliot (Kaw); 3. Robert Hayashida (Hon); 4. Eric Schreppel (Yam); 5. Kurt Sager (Yam).

VINT 0-450: 1. Jim Neuenburg (Bul); 2. Charles Sexton (Bul); 3. Marcus Kellum (Bul).

VINT 451-OPEN: 1. Jove Shapiro (BMW); 2. David Neal (Ner).

650 TW: 1. David White (Hon); 2. Shawn Reilly (Hon); 3. Shaun Brady (Hon).

250 PROD: 1. Frank Mazur (Kaw); 2. Tom Dorsey (Kaw); 3. Kevin Scott (Kaw); 4. John Prelock (Kaw); 5. Steve Chan (Kaw).

450 PROD: 1. Gary Hatfield (Yam); 2. Dennis Presilosski (Yam); 3. Ross Wells III (Yam); 4. Doug Pitcock (Yam); 5. Miguel Benavides (Hon).

600 PROD: 1. Brian Parriott (Hon); 2. Timothy Kamholz (Suz); 3. Donald Greene (Yam); 4. David Wasson (Suz); 5. Tim Ogles (Hon).

750 PROD: 1. Kenan Rappuchi (Suz); 2. Brian Shannon (Suz); 3. Kevin Scott (Kaw); 4. Dell Stowe (Suz); 5. Aaron Long (Kaw).

OPEN PROD: 1. Gary Jaehne (Hon); 2. James King (Hon); 3. Michael Wong (Hon); 4. Antonio Escalante (Suz); 5. Brent Jago (Suz).

Dieter triples at Hunt Moto Park

By Michael Harasmisz

HUNT, NY, MAY 4

Aaron Dieter took the overall wins in the 125cc, 250cc Amateur and Schoolboy classes at the eighth annual Dunlop Motorsport Challenge race at Hunt Moto Park. Some 400 riders turned out to compete on the challenging natural-terrain track with its many elevation changes, with class winners taking home Dunlop tires for their efforts.

When the first 125cc Amateur moto rounded the first turn, Dieter was out front, with Jimmy Miller and Joe Santora close behind. Miller kept close to Dieter for a couple of laps, while Brian Barber moved into third place. Dieter pulled out a lead and maintained a steady pace for the first of his six moto wins. Miller was second, with Barber in third.

Dieter jumped out front in moto two, with Paul Doty and Matt Sick in tow. Dieter cruised out front, while Sick and Doty dropped off the pace; Barber was on the move from a bad start as he took over second on lap four. Dieter took the win and the overall, while Barber was second. Fred Huff was third. Miller finished fourth, which was good for third overall.

Dieter made his debut ride (on a borrowed 250cc) in the Amateur class by grabbing the holeshot, with Dean Newman and Doug Weinman close behind. Dieter extended his lead every lap until the checkered flag came out for the moto win. Newman was second, with Weinman in third.

Paul Doty grabbed the early lead in moto two, with Dieter in second and Kevin Howe in third. Dieter took over the lead on the second lap, and led every lap for the moto win. Doty was second, with Howe third. In Schoolboy action, Dieter rode smooth and steady to both moto wins and the overall. Finishing second in each moto was Jimmy Miller. Aaron Shephard took third overall with a 4-3 moto score.

Results

P/W: 1. Chad Dunning (Cob); 2. Alex Sigismondi (Lem); 3. Colin Carman (Cob); 4. Abbie Bardo (Cob); 5. Jeffrey Brigham (Lem).

60: 1. Mike Sick (Kaw); 2. Jeffrey Mort (Kaw); 3. Beau Nichols (Kaw); 4. Michael McBain (Kaw); 5. Ryan McKenyon (Kaw).

MINI JR: l. Caleb Miller (Kaw); 2. Mike Sick (Hon); 3. Brandon Kuhn (Suz); 4. Gregory Guilfoil (Hon); 5. Daniel Fili (Kaw).

MINI SR: 1. Jamie Robinson (Kaw); 2. Marshall McFarland (Hon); 3. Patrick Jackson (Suz); 4. L.J. Partelow (Yam); 5. Mark Beehier (Hon).

MINI COMB: 1. Jamie Robinson (Kaw); 2. Patrick Jackson (Suz); 3. Marshall McFarland (Hon); 4. L.J. Partelow (Yam); 5. Caleb Miller (Kaw).

SCHBY: 1. Aaron Dieter (Suz); 2. Jimmy Miller (Kaw).

16-24: 1. Scott Ghidiu (Kaw); 2. Justin Berg (Kaw); 3. Ben Trask (Hon); 4. Jake Ellsworth (Hon); 5. Brian Barber (Kaw).

125 BEG: 1. Henry Licio (Kaw); 2. Billy Satkowski (Kaw); 3. Sean Haben (Yam); 4. Steven Young (Suz); 5. Troy Damon (Yam).

250 BEG: 1. Mark Murphy (Hon); 2. Wilfred Brown Jr. (Kaw); 3. Ron Ruthner (Hon); 4. Joe Jacobs (Hon); 5. John Bartholomew (Kaw).

125 NOV: 1. Dusty Krepp (Hon); 2. Steven Hubbell (Yam); 3. Josh Williams (Suz); 4. Mike Myers (Hon); 5. Dave Fuller (Yam).

250 NOV: 1. Eric Boss (Suz); 2. Mark Johncox (Yam); 3. Dana Rathbun (Suz); 4. Rudy Uglialoro (Kaw); 5. Gerry Powless II (Kaw).

125 AM: 1. Aaron Dieter (Suz); 2. Brian Barber (Kaw); 3. Jimmy Miller (Kaw); 4. Heath Wadhams (Kaw); 5. Keith Conrad (Suz).

250 NOV: 1. Aaron Dieter (Hon); 2. Dean Newman (Hon); 3. Paul Doty (Yam); 4. Kevin Howe (Yam); 5. Robert McCarthy (Hon).

VINT/WDS: 1. Paul Gardner (Hon); 2. Wayne Barber (Kaw); 3. Dave Phillips (Hon); 4. Perry Brandow (Hon); 5. Jeff Gauger (Suz).

SR C: 1. Rudy Uglialoro (Kaw); 2. John Herkens (Yam); 3. Gregory Guilfoil (Hon); 4. Mitch Fili (Yam); 5. Ron Ruthner (Hon).

VET: 1. Joe Ellington (Suz); 2. Bart Lucas (Kaw); 3. Wayne Barber (Kaw); 4. Ken Behems (Hon); 5. Brian Broadwell (Suz).

25+ AM: 1. Don Carman (Yam); 2. Aaron Brushingham (Suz); 3. Robert McCarthy (Hon); 4. Tim Becht (Yam); 5. Fred Huff (Suz).

25+ EX: 1. Bruce Stratton (Suz); 2. Joe Ellington (Suz) 3. Peter Phillips (Hon); 4. Chris VanHyning (Suz); 5. Joe Nothangle (Suz).

125 EX: 1. Bruce Stratton (Suz); 2. Joe Ellington (Suz); 3. Greg Meeder (Kaw); 4. Don Schmidt (Hon); 5. Ben Trask (Hon).

250 EX: 1. Joe Ellington (Suz); 2. Justin Berg (Kaw); 3. Don Schmidt (Hon); 4. Peter Phillips (Hon); 5. Greg Meeder (Hon).

Hageman hustles at AMP MX

By Jim Enos

HOLLISTER, CA, MAY 18

Harold Hageman rode two perfect motos in the 125cc Intermediate class to capture top honors at round one of the AMP Top Gun Shootout Summer Series Motocross held at the Hollister GP track. The heat, nearly hitting the century mark, coaxed every bit of strength out of each rider as they completed two grueling 10-lap motos.

The start of the first 125cc Intermediate moto saw Cody Killan grab an early lead at the start, followed by Auggie Rodriguez and Hageman. However, a few costly bobbles by Killan on the first lap opened the door for Rodriguez and Hageman to scoot by. The heat would soon take its toll on Killan, as Craig Truglio made a good pass on the double jump to move into third.

$20,000 Cash Prizes $10,000

MAMMOTH

30th ANNUAL MOTOCROSS

JUNE 26-29, 1997

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One entry form per race.

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Free shuttle bus on Race Days.
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Practice Opens June 19th.
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Old Timers Race: June 21 & 22 Call Emma: (714) 633-9503

Race Information: (760) 934-0642 or
email: 103634.337@compuserve.com

RACE SCHEDULES

THURSDAY	FRIDAY	FRIDAY	FRIDAY	SATURDAY	SUNDAY
Vet Pro 30+	Open Pro	Mini 80cc only	4-Stroke Pro	125 Pro	250 Pro
Vet Inter. 30+	Open Inter.	5 years & over	4-Stroke Amateur	125 Inter.	250 Inter.
Vet Junior 30+	Open Junior	*All mini riders must show birth certificate		125 Junior	250 Junior
Senior Junior 40+	Open Bikes only	Mini Pro		Women	
Senior Inter 40+	(no 250's)	Mini Inter.			
Senior Pro 40+		Mini Junior			
		(No Big Wheels)			

Entry Fees
Junior/Amateur - $60 Intermediate - $60 Pro - $75

Riders may not drop down a class. Any violation results in a non-refundable disqualification

PLEASE PRINT, SIGN AND CUT AND RETURN THE FORM BELOW.

RACE ENTRY FORM

Send separate entries for each class racing. You may xerox this form.
Mail to : High Sierra Sports, P.O. Box 482
#1 Minaret Road, Mammoth Lakes, CA 93546, (760) 934-0642

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Make Machine: _____ CC _____ Phone:(_____) _____

Date of Birth _____

Assumption of risk agreement
I hereby acknowledge that I am aware of the dangers incident to this event and voluntarily and knowingly enter the event with said knowledge. I further acknowledge that I am aware of the fact that any injuries or damages sustained by me due to my participation in this event may be of a permanent and grave nature and I, nevertheless, voluntarily and knowingly enter said event. I further acknowledge that during the course of said event there may be times at which though not actively participating in said event, I may be a spectator and I, nevertheless, voluntarily and knowingly assume such risk, I further acknowledge that I may sustain permanent or grave injuries as either a participant or spectator at this event due to the negligence of other persons including participants, Mammoth MC, the referee, or other officials, the owners of the premises, or any of the lease holders and that with this in mind, I, nevertheless, voluntarily and knowingly assume such risk. I FURTHER FULLY UNDERSTAND THAT THERE IS NO RIDER MEDICAL INSURANCE PROVIDED FOR THIS EVENT. RIDERS MUST CARRY THEIR OWN ACCIDENT INSURANCE.

MAMMOTH MOTOCROSS

CLASS (circle one)
VET SENIOR MINI
OPEN 125 250 WOMEN
4-STROKE

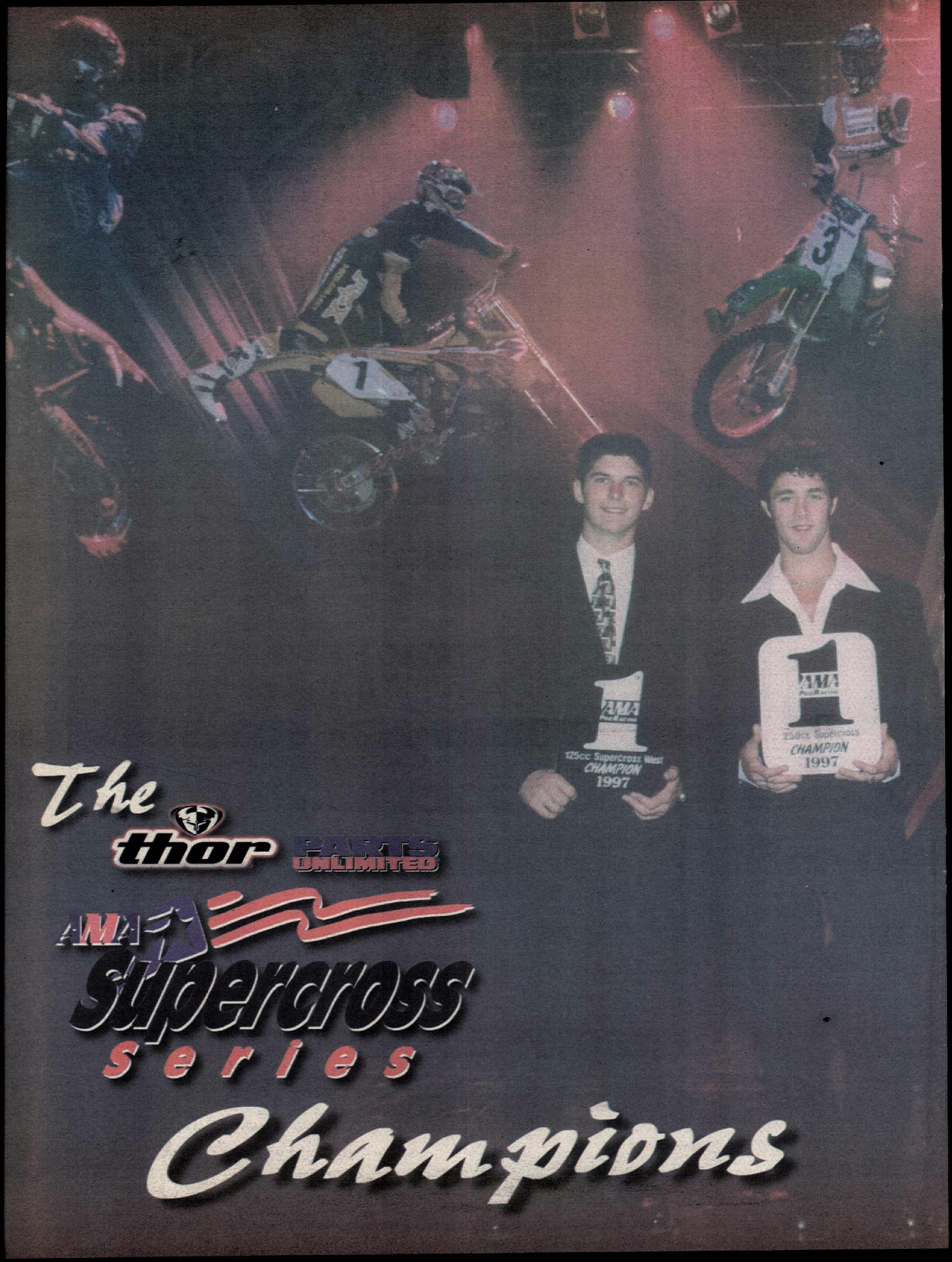
ABILITY (circle one)
JUNIOR INTERMEDIATE PRO
AMATEUR

DO NOT WRITE IN THIS SPACE
DIV.
NO.

Name of Rider's Insurance Co. _____
I have read this entry blank and agree to the above conditions

Rider's Signature _____ **Rider's Age** _____
If rider is under 18 years of age PARENTS SIGNATURE REQUIRED

Inyo National Forest



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PACE
MOTOR SPORTS

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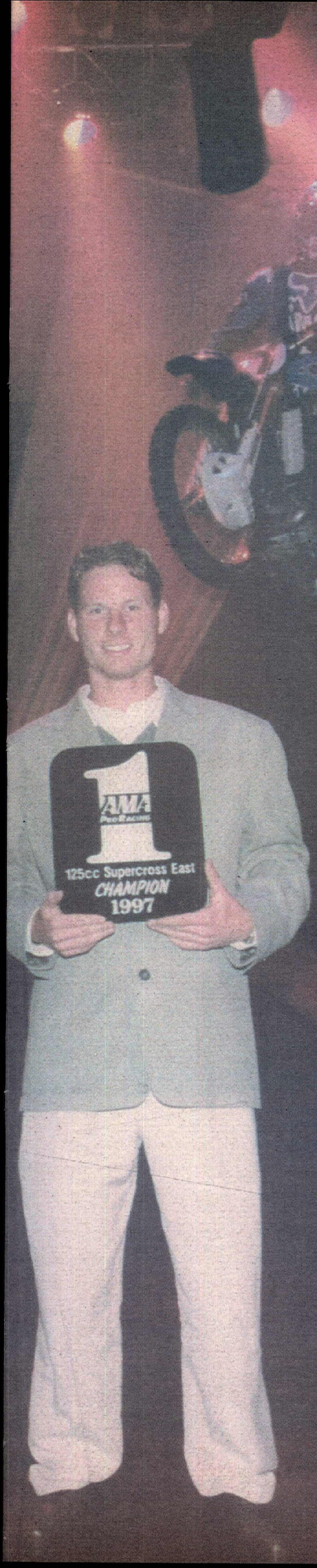
1997
250cc Supercross
Champion
Jeff Emig



1997
125cc East Supercross
Champion
Tim Ferry

1997
125cc West Supercross
Champion
Kevin Windham

(Left) Overall winner Bryan Kremer (690) leads Shelly Kann (67), Brent McKean (034) and the rest of the 125cc B class at Hurricane Hills MX in Mazeppa, Minnesota.

Riders were treating the crowd to a spectacular jumping exhibition as a steep face exiting the Gravity Cavity launched them over an awesome triple jump. As the race wore on, the top four appeared to settle into cruise-control mode, until third-placed Rodriguez went down on the far side of the track. This allowed Truglio to move into second place, and as Rodriguez remounted, he suddenly had close company with the likes of Killan and Ron DeJesus. Meanwhile, up front, Hageman consistently began to increase his lead over Truglio and, as the checkered flag came out, he easily took the win. Truglio would follow in second, with Rodriguez barely edging out Killan for third. RM-mounted DeJesus rounded out the top five.

As the gate dropped for moto two, Rodriguez took the holeshot, with Hageman riding his rear wheel. A pileup behind him claimed Truglio and Killan. Martin Puente and DeJesus took advantage of the pileup and followed in third and fourth, respectively. However, Puente developed engine trouble and quickly faded, allowing DeJesus and Truglio, who had quickly recovered from the pileup, to easily move by. Truglio, despite the heat, was setting a blistering pace and soon passed DeJesus for third. Hageman and Rodriguez were too far out front for DeJesus to make a serious challenge, and he cruised into a comfortable third place at the checkers. Hageman took the moto win and the overall for the day, followed by Rodriguez and Truglio, and DeJesus squeezed out a narrow fourth-place finish over Killan.

Results

50 STK BEG: 1. Jason Pirolo (Lem); 2. Bobby Fouts (KTM); 3. Steven Sand (Yam); 4. Brandon Reyna (KTM); 5. Cody Jackson (KTM).

50 STK NOV: 1. Justin Enos (Lem); 2. Greg Fouts (KTM); 3. Anthony Williams (KTM).

60 BEG: 1. Jake Blackwood (Kaw); 2. Scott McKinnon (Kaw).

60 NOV (9-11): 1. Jarrod Mentens (Kaw).

60 INT (9-11): 1. Charlie Morrison (Kaw); 2. David Darsey (Kaw).

80 BEG: 1. Eric Pina (Kaw); 2. Kimberly Hayes (Hon).

80 NOV: 1. Charlie Morrison (Hon); 2. Steve Mertens (Yam); 3. Billy Jurevich (Yam); 4. Christopher Loredo (Hon); 5. Matt McCrummen (Yam).

80 INT: 1. Ryan Morais (Yam).

80 B/W: 1. Sean Smith (Hon); 2. Rick Berhorst (Hon); 3. Trevor Cranford (Hon).

125 BEG: 1. Rick Gonzales (Suz); 2. Brad Betschart (Yam); 3. Nikki Frohlich (Hon).

125 NOV: 1. Kelly Quinn (Suz); 2. Bryan Gordon (Hon); 3. Ryan Leyba (Suz); 4. Aaron Bowman (Yam); 5. Wes Cohaylen (Hon).

125 INT: 1. Harold Hageman (Suz); 2. Auggie Rodriguez (Hon); 3. Craig Truglio (Kaw); 4. Ron DeJesus (Suz); 5. Cody Killan (Kaw).

125 PRO: 1. Danny Paladino (Yam).

250 BEG: 1. Ben Nava (Suz); 2. Mick Langston (Hon); 3. Brad Betschart (Yam); 4. Jim Cashen (Yam); 5. Chris Cismondl (Yam).

250 NOV: 1. Adam Portue (Kaw).

250 INT: 1. Cory Morais (Yam).

25+ BEG: 1. Bryan Keeler (Hon); 2. Dave Blaylock (Yam); 3. Matt Silva (Kaw); 4. Jon Deaton (Yam).

30+ BEG: 1. Alan Wilson (Suz); 2. Tony Williams (Hon).

30+ NOV: 1. Todd Townsend (Hon); 2. Lud Dawson (Suz).

30+ INT: 1. Shane Verdin (Hon); 2. William Astan (Yam); 3. Mike Wenstrand (Suz).

35+ BEG: 1. Kevin Crowley (Hon); 2. Nick McKinnon (Yam); 3. Gary Parham (Kaw).

35+ NOV: 1. Joseph Gonzalez (KTM); 2. Randy Lynch (Yam).

40+ BEG: 1. James Manchester (Kaw); 2. Joseph Arza (Kaw); 3. Nick Langston (Hon); 4. Bob Korock (Kaw).

40+ NOV: 1. Bob Lynch (Yam).

U/L: 1. Tyler Prince (Kaw); 2. Lud Dawson (Suz); Gary Parham (Kaw).

Kremer storms at Hurricane Hills MX

By George Hodkinson
Photo by Karen Hodkinson

MAZEPPA, MN, MAY 4

Bryan Kremer was the successful rider of the day in the hotly contested 125cc B class, taking the overall win with 1-2 moto finishes at Hurricane Hills MX. The eighth-liter class, always one of the more talent-laden, featured a large, 27-rider field. The event was the second of the year for Hurricane Hills and second under the new ownership of Tom Gottas.

In the first moto, Kremer did it the easy way by taking the holeshot in front of the big field, with Josh Huls giving chase early on. By the end of lap one, Kremer was clearly pulling away from the pack, while Brent McKean moved to second. Huls was running third, Ron Riehle fourth and Jamie Storey fifth. On the second lap, Riehle went down and Kremer stretched his lead as McKean was being pushed hard by Cory Semprini, with Huls and Storey fourth and fifth, respectively. By moto's end, the order had changed again with the exception of leader Kremer, with second place going to Semprini while third went to Matt Omann after his hard charge through the field. Cory Huppert, also making a late charge, finished fourth, with McKean fifth.

At the start of moto two, Kremer found himself mired in the pack as Ben Maier took the holeshot, followed by Josh Plan and Charles Barrett. By the end of the lap, the riders were swapping positions like mad: Maier still held the lead, but Huls had worked up to second, Omann third, Bob Williams fourth, and Kremer fifth. On the second lap, Omann took Huls on a corner that hugs a telephone pole, and later in lap two passed Maier for the lead. Omann, Maier, Huls and Kremer were in a virtual dead heat by the end of the second lap. By the end of the third lap, Omann gathered a little breathing room as Kremer got by Huls and set after Maier. At the finish, the top five were equally spaced, as Omann took the win, followed by Kremer, Maier, Huls, Borris Mahlich and Storey.

Results

MICRO MINI P/W (4-8): 1. Cory Vandal; 2. Angie Kain; 3. Nicholas Desbitt; 4. Nicholas Brackett; 5. Brandon Paschke.

MICRO MINI (4-6): 1. Chad Schmidt; 2. Kyle Ohland; 3. Dalton Strohmayer; 4. Justin Croft; 5. Calvin Knoll.

MICRO MINI (7-8): 1. John Heinlein III; 2. Jade Dungey; 3. Bryce Bernloehr; 4. Ryan Dungey; 5. Calvin Knoll.

P/W: 1. John Dehn; 2. Jason Johnson; 3. Kody Schantzen; 4. Scott Ehlenfeldt; 5. Jessee Coskey.

MINI JR (7-11): 1. Teddy Maier; 2. Kyle Potter; 3. John Dehn; 4. Josh Rolbiecki; 5. Chris Rieseberg.

MINI JR (12-13): 1. Nathan Broughton; 2. Derek Osterberg; 3. Dusty McDonald; 4. Bobby Widman; 5. Chad Linder.

MINI SR (14-15): 1. Ben Maier; 2. Ben Kremer; 3. Mark Molitor; 4. Jeremy Riesenberg; 5. Kurt Gutzwiller.

OPEN MINI (10-15): 1. Teddy Maier; 2. Ben Kremer; 3. Derek Osterberg; 4. Bobby Widman; 5. Chad Linder.

YTH: 1. Jake Gottas; 2. Matt Omann; 3. Charles Barrett; 4. Zach Derry; 5. Jonathan Sprague.

16-24 A: 1. Mike Kann; 2. Ryan Broughton; 3. Frank Jackson; 4. Jamison Day; 5. Jeremy Labeau.

16-24 B: 1. Cory Semprini; 2. Bryan Kremer; 3. Eric Padelford; 4. Josh Huls; 5. Shelly Kann.

16-24 C: 1. Anthony Peterson; 2. Jason Knoll; 3. Paul Yarusso; 4. Kris Roessler; 5. Marty Olson.

25+ A: 1. Bruce Gates; 2. Rob Engstrom; 3. Todd Lentz; 4. Brian Raleigh; 5. Bill Engstrom.

25+ B: 1. Matt Ludescher; 2. Pat McNamara; 3. Jon Culver; 4. Chuck Thompson; 5. Jamie Storey.

VET A: 1. Robert Hanson; 2. Matt Blaiser; 3. Jacque Poquette; 4. Rick Norum; 5. Jim Gunion.

VET B: 1. Chuck Thompson; 2. William Leclaire; 3. Donald Fox; 4. Craig Hinzmann; 5. Jeff Sandback.

VET C: 1. Robert Hanson; 2. Larry Costello; 3. Randall West; 4. Rick Norum; 5. Paul Paschke.

SR 40+ A/B: 1. Roger Shellhammer; 2. David Knospe; 3. Richard Shoumaker.

SR 40+ C: 1. Jerry Schultz; 2. Mike Atlas; 3. Gary Gorth; 4. William Weppner; 5. Mark Goddrich.

S/SR 50+: 1. Richard Vanbremer.

WMN: 1. Shelly Kann.

125 A: 1. Mike Kann; 2. Frank Jackson; 3. Marty McDonald; 4. Jeremy Labeau; 5. Josh Pangerl.

125 B: 1. Bryan Kremer; 2. Matt Omann; 3. Joshua Huls; 4. Cory Semprini; 5. Jamie Storey.

125 C 1: 1. Jake Gottas; 2. Kris Ressler; 3. Jonathan Sprague; 4. Craig Shaw; 5. Jesse Crofton.

125 C 2: 1. Zach Derry; 2. Jason Knoll; 3. Paul Yarusso; 4. Jason Carpenter; 5. Jason Johnson.

250 A: 1. Bruce Gates; 2. Rob Engstrom; 3. Mike Kann; 4. Scott Steinle; 5. Marty McDonald.

250 B: 1. Pat McMamara; 2. Eric Padelford; 3. Devin Tadlock; 4. Brandon McKean; 5. Joshua Huls.

250 C: 1. Jacque Poquette; 2. Anthony Peterson; 3. Marty Olson; 4. Shane Faust; 5. Mitch Holt.

Jerominski jams at Aztalan Motocross

By Andrew Bussen

LAKE MILLS, WI, MAY 12

Woodstock, Illinois' Brad Jerominski overcame a second-moto crash to win the highly competitive 125cc A class, and won the 250cc A class without incident at Aztalan Cycle Park's season opener. A whopping 813 riders showed up to compete for District 16 points, with over a third of the riders being new members to D-16.

At the start of the first 125cc A moto, Tom Hofmaster, Steve Runkel, Dennis Hamburgur and Todd Warner took soil samples in the first turn, while The Great Escape/Torque Center's Jerominski ran off with the early lead. Jerominski showed why he is a national-caliber rider by putting his Tom Zont-tuned KX out front for the entire moto to take the win.

Behind Jerominski was where all the action was, as YAR/MX-Tech's Jason Warner and Ryan DeGroot, Torque Center's Ken Masch and Tim Roth were swapping positions the entire moto. Roth took the runner-up position, followed by Warner and DeGroot. A scary moment occurred when Young America's Tom Hofmaster had a spectacular get-off which sent him through the fence, leaving his bike upside down in the trees and earning him a free ride in the ambulance.

After his first-moto performance, Jerominski would be the guy to beat in moto two. However, when he and DeGroot went down in the first turn, it left the door wide open for Tony Podewils to grab the holeshot. First-year A rider Joshua Tetzlaff took the lead and never looked back, earning a well-deserved, confidence-building win. Todd Mayer held on for second, followed by Runkel, Jason Warner and Jerominski. Jerominski's 15 was good enough for the overall, followed by Jason Warner (3-4) and Tetzlaff (8-1).

Steve Schmerbach's four moto wins in the Over 30 B1 and 250cc B1 classes made the long drive from LaMotte, Iowa, well worth the trip. Two riders who duked it out all day were Freeport Honda/Kawasaki's Roy Nafzger and Sportland2's Tom Dretzka in the Over 25 and Over 30 A divisions. Nafzger's 2-2 bested Dretzka's 1-4 for the overall win in the Over 30 A class. Jason Warner (2-2) put his Eric Gorr-tuned CR250 out front in the 48-rider Over 25 Masters class, followed by Nafzger (5-1) and Dretzka (1-5).

Results

125 A: 1. Brad Jerominski; 2. Jason Warner; 3. Josh Tetzlaff; 4. Todd Mayer; 5. Ken Masch.

125 B1: 1. Norman LaRose; 2. Keith Seeger; 3. Peter Scaffido; 4. Jeff Patel Jr.; 5. Aaron Miller.

125 B2: 1. Bernie Plummer; 2. Jim Neupert; 3. Marc Ottenad; 4. Jeff Bennett; 5. Rob Erschen.

125 C1: 1. Mike Taicher; 2. Ben Stein; 3. Adam LeCloux; 4. Eric Tetzlaff; 5. Shane Maluegge.

125 C2: 1. Tim Wolf; 2. Tony Larsen; 3. Travis Mayne; 4. Brian Winnekens; 5. Kevin Phillips.

125 C3: 1. Jeremy Krueger; 2. Eric Derlein; 3. David Hartl; 4. Kurt Powell.

125 JR: 1. Bernie Plummer; 2. Dustin Keuntjes; 3. Andrew Foltz; 4. Zach Sapko; 5. Nick Oehlhof.

25+ MSTR: 1. Jason Warner; 2. Roy Nafzger; 3. Tom Dretzka; 4. Jason Heindl; 5. Paul Philbrick.

250 A: 1. Brad Jerominski; 2. Jason Warner; 3. Tom Dretzka; 4. Josh Tetzlaff; 5. Todd Mayer.

250 B1: 1. Steve Schmerbach; 2. James Ricci Jr.; 3. Jim Wehrman; 4. Carl Wolf; 5. Jeff Oakes.

250 B2: 1. Rob Erschen; 2. Matt Kirar; 3. Eric Gossger; 4. Stephen Schoen; 5. Jamie Hutjens.

250 C1: 1. Bubba Bonders; 2. Pete Laubmeier; 3. Joe Schuster; 4. Tim Knapper; 5. Tom Mroczenski.

250 C2: 1. Carl Hein; 2. Gary Jacobson Jr.; 3. Todd Burns; 4. Randy Miller; 5. Arthur Brewer.

30+ A: 1. Roy Nafzger; 2. Tom Dretzka; 3. Bob Behrens; 4. Tim Bares; 5. Woody Layton.

30+ B1: 1. Steve Schmerbach; 2. Dan Jackson; 3. Scott Paulick; 4. Steve Green; 5. Jeff Oakes.

30+ B2: 1. Jim Neupert; 2. Joseph Nosek; 3. Scott Rhoton; 4. Carl Hein; 5. Donovan Rosek Jr.

40+: 1. Gary Walkowski; 2. Lyle Kuklinski; 3. Kris Klapperich; 4. Dave Peters; 5. Dietmar Cobian.

50+: 1. Terry Woosley; 2. Ted Coplien Sr.; 3. Bill Terry; 4. Mike Micheli; 5. Bill O'Brien.

65: 1. Robert Loire; 2. Dustin Hoffman; 3. Andy Zambon; 4. Chad Early; 5. Jesse Janisch.

85 JR: 1. Matt Maier; 2. Jesse Zambon; 3. Matt Hopkins; 4. Broc Stroebel; 5. Dylan Martin.

85 SR: 1. Shaun Miller; 2. Ross Martin; 3. Justin Head; 4. Kyle Garro; 5. Andrew Frank.

OPEN: 1. Waylon Dupee; 2. Eriks Ezerins; 3. Robert Raduenz; 4. Chuck Kingstad; 5. Robert Edler.

P/W JR: 1. Joe Lazzaretto; 2. Jody Walker; 3. Clayton Vonmoos; 4. Anthony Westergaard; 5. Wade Gilbert.

P/W SR: 1. Loius Geilenfeldt; 2. Brian Collins; 3. Cody Sokolik; 4. Darrick Jackson; 5. Zachary Fulton.

VINT: 1. Jeff Moore; 2. Jonathan Hyde; 3. Ed Dominick; 4. Keith DeGrand; 5. Joseph Van Lyssel.

WMN: 1. Kirsten Raemisch; 2. Angela Keuntjes; 3. Jessica Busch; 4. Cherissa Loire; 5. Nicole DeGrand.

Smith loves loam at Washougal

By Pat Dougherty

WASHOUGAL, WA, MAY 25

Eagle, Idaho's Danny Smith qualified for Loretta Lynn's by pushing his Yamaha to the overall in the 125cc A stock class over Reno, Nevada's Shane Esposito and John Williams from Central Point, Washington.

On the perfectly prepped, loamy circuit, Smith launched his Answer-backed Yamaha into the lead, followed by Willams, then Esposito. As all three riders set a blistering pace, fans anticipated what the big boys would do in the especially gnarly whoops. Williams lost his balance and was the first to lose his position as he akwardly lost it in the large bumps. He got going in third. Meanwhile, Smith was gone. Esposito slowed due to mechanical problems and rolled across the line in third. Williams soldiered on for second, watching Smith, who was way out front, take the win.

Moto two started with Smith earning another holeshot, but this time Esposito had something up his sleeve. Contact was made as the riders were side by side in the woods, and Smith was knocked back to third. Williams tried to hold off the charged-up Smith, but didn't have any luck. Smith got by and was suddenly charging after Esposito. The two top riders pulled away from the field, and Smith ended up only two bike lengths behind at the flag. Smith, however, still captured the overall.

Action in the 125cc B Stock class was equally exciting, with the Kawasaki of Aaron Cheselske from Clovis, California, holeshotting ahead of Longview, Washington's Mike Corder and his Team Green Kawasaki in moto one. It appeared as if the pace was at least as fast as the 125cc A class, with California's Donovan Mitchell also going fast in third place. Corder pushed into the lead and looked smooth as he opened up a gap between the next two riders. But Cheselske flew by him down the Scott USA ski jump and took back the lead. Then Mitchell hounded Corder relentlessly until he forced an inside pass down near the first corner. Donovan was on the move and showed Cheselske a wheel several times before squeezing by on the inside over the tunnel jump. Once he had a clear track, Mitchell stretched his lead to the finish. Cheselske was second, with Corder third.

Donovan got the jump in the second moto over Cheselske and Capitola, California's Dennis Stapleton on a Kawasaki. But it was obvious that Cheselske was not through. He found a line through the whoops that allowed him to triple a triple/triple combo and really pressure the leader Donovan. He made the pass for the point stick in the S-turns, and continued using his line through the whoops to pull away and win the second moto. Meanwhile, Corder put in a strong performance, ending up third. The top four riders qualified for Loretta Lynn's, but it was Cheselske taking the class win.

Results

125 A MOD: 1. Cory Bauder (Kaw); 2. Danny L. Smith (Yam).

125 A STK: 1. Danny L. Smith (Yam); 2. Shane Esposito (Suz); 3. John Williams (Kaw).

125 B MOD: 1. Brett Racine (Kaw); 2. Donovan Mitchell (Yam); 3. Dennis Stapleton (Kaw); 4. Jerrad Fisher (Suz); 5. Mike Corder (Kaw).

125 B STK: 1. Aaron Cheselske (Kaw); 2. Donovan Mitchell (Yam); 3. Mike Corder (Kaw); 4. Derek Mahoney (Yam); 5. Dennis Stapleton (Kaw).

125 C MOD: 1. Steve Sullivan (Yam); 2. Freddy Wiechers (Hon); 3. Jason Cross (Kaw); 4. Jayson Couser (Kaw); 5. Dustin Phillips (Yam).

125 C STK: 1. Jayson Couser (Kaw); 2. Josh Bailey (Hon); 3. Freddy Wiechers (Hon); 4. Jeff Hinzman (Hon); 5. Steve Sullivan (Yam).

125 MOD (12-15): 1. Mike Corder (Kaw); 2. Eric Williams (Kaw); 3. Matt Springsteen (Hon); 4. Jadd Horban (Kaw).

125 STK (12-15): 1. Mike Corder (Kaw); 2. Eric Williams (Kaw); 3. Jadd Horban (Kaw); 4. Matt Springsteen (Hon); 5. Josh Bailey (Hon).

25+: 1. Kervyn Cole (Kaw); 2. Charles Heckman (Hon); 3. Ross Friesen (Hon).

250 B MOD: 1. Travis Gage (Suz); 2. Dennis Stapleton (Suz); 3. Brett Racine (Kaw); 4. Jason Parks (Kaw); 5. Erik Janssen (Suz).

250 B STK: 1. Brett Racine (Kaw); 2. Dennis Stapleton (Suz); 3. Travis Gage (Suz); 4. Jeremy Welcome (Hon); 5. Cory Morais (Yam).

250 C: 1. John Meusling (Suz); 2. Jason Cross (Kaw); 3. Jesse Allen (Kaw); 4. Joe Mc Craw (Kaw); 5. Charles Heckman (Hon).

250/OPEN MOD: 1. Cory Bauder (Kaw).

250/OPEN STK: 1. John Williams (Kaw); 2. Shane Esposito (Suz).

30+ B: 1. Chet Malito (Hon); 2. Gary Doggett (Suz).

40+: 1. Chet Malito (Hon); 2. John Meusling (Suz).

50+: 1. Gary Doggett (Suz); 2. John Meusling (Suz).

51 (4-6) STK: 1. Cameron Smith (Cob); 2. Russell Williams (Lem); 3. Tevin Tapia (KTM); 4. Tyler Tapia (Lem).

51 (7-8) STK: 1. Michael Busch (KTM); 2. Blake Rookstool (Lem); 3. Miklas Hecht (Lem).

65 STK (7-9): 1. Jake Weimer (Kaw); 2. Justin Keeney (Kaw); 3. Andy Chersin (Kaw); 4. Kevin Rookstool (Kaw).

65 STK (10-11): 1. Philip Ehnat (Kaw); 2. Blair Miller (Kaw); 3. Kevin Hecht (Kaw).

85 MOD (9-13): 1. Ryan Morais (Yam); 2. Brandon Layton (Yam); 3. J.J. Pecsok (Yam); 4. Kyle Harris (Kaw); 5. Tyler Fick (Suz).

85 STK (7-11): 1. Brandon Layton (Yam); 2. Jimmy Nelson (Suz); 3. Kyle Harris (Kaw); 4. Kiel Krogstadt (Suz); 5. Christopher Riesenberg (Hon).

85 MOD (14-15): 1. Ty Lacey (Yam); 2. Rory Sullivan (Kaw); 3. David Boothe (Hon); 4. Jeremy Riesenberg (Hon); 5. Brad Busch (Yam).

85 STK (12-13): 1. Ryan Morais (Yam); 2. Don Replogle (Suz); 3. J.J. Pecsok (Yam); 4. Tyler Fick (Suz); 5. Anthony Rudolph (Yam).

85 STK (14-15): 1. Ty Lacey (Yam); 2. Daniel Reude (Hon); 3. David Boothe (Hon); 4. Jeremy Riesenberg (Hon); 5. Brad Busch (Yam).

OPEN B/C: 1. Charles Heckman (Hon); 2. John Beal (Kaw); 3. Brian Bertsch (Hon).

S/MINI: 1. David Boothe (Hon); 2. Rory Sullivan (Kaw); 3. Jeremy Riesenberg (Hon); 4. Jonathan Murphy (Hon).

WMN (12+): 1. Traci Fleming (Hon).

125 A: 1. Danny Smith (Yam); 2. Shane Esposito (Suz); 3. John Williams (Kaw).

125 B: 1. Ryan Sweet (Yam); 2. Garhett Carter (Yam); 3. Tim Holas (Suz); 4. Tom York (Hon); 5. Adam West (Kaw).

125 C: 1. Jody Deitz (Kaw); 2. Aric Cool (Hon); 3. Shawn Bushnell (Kaw); 4. Todd Blanchard (Hon); 5. Crit Brown (Hon).

125 D: 1. Royce Devol (Kaw); 2. Rick Smith (Hon); 3. Nike Carroll (Hon); 4. Ron Coblentz (Hon); 5. Dan Replogle (Suz).

25+ A/B: 1. Brad Forkner (Suz); 2. Kervyn Cole (Kaw); 3. Jay Jackson (Yam); 4. Philip Johnson (Kaw); 5. Benjamin Parker (Hon).

25+ C: 1. Crit Brown (Hon); 2. Rick Smith (Hon); 3. Steve Restad (Kaw); 4. Aaron Swayze (Hon).

250 A: 1. Shane Esposito (Suz); 2. John Williams (Kaw).

250 B: 1. Tim Holas (Suz); 2. Brad Forkner (Suz); 3. Ryan Sweet (Yam); 4. Scott Sherrell (Hon); 5. Jay Jackson (Yam).

250 C: 1. David Taxel (Suz); 2. Ian Mack (Kaw); 3. Patrick Dougherty (Suz); 4. Eric Foster (Suz); 5. Chris Miller (Kaw).

250 D: 1. Garrett Salzer (Yam); 2. Gary Arocha (Kaw); 3. Bill Winterfield (Hon); 4. Ronald Brosey (Suz); 5. Erik Pettit (Hon).

30+ A: 1. Darryl Zumstein (Hon); 2. Tim Sullivan (Kaw).

30+ B: 1. Ted Devol (Hon); 2. Jere Meeker (Yam); 3. Jeffery Johnson (Kaw); 4. Rick Huffman (Kaw); 5. David Taxel (Suz).

30+ C: 1. Vincent Kuni (Kaw); 2. Clint Winterfield (Kaw); 3. Joseph Wentworth (Yam); 4. Bill Winterfield (Hon); 5. Pete Stevens (Hon).

40+ A: 1. Michael Perry (Suz); 2. Gary Roe (Kaw); 3. Tim Sullivan (Kaw); 4. Greg Rodgers (Hon); 5. Milt Harden (Suz).

40+ B: 1. Steve Fugate (Kaw); 2. Jerry Miller (Kaw); 3. David Ekerson (Hon).

40+ C: 1. Steve Dunham (Suz); 2. Michael Leahy (Hus); 3. Steve Newgard (Hus).

50 (4-6): 1. Cameron Smith (Cob); 2. Russell Williams (Lem); 3. Kevin Cool (Yam); 4. R.J. Majors (KTM); 5. Justin Miller (Yam).

50 (7-8): 1. Branden Miller (Lem); 2. Michael Busch (KTM); 3. Sean Fitzgerald (KTM); 4. Jeffrey Reeves (KTM); 5. Jerrid Southard (Lem).

60 (7-8): 1. Jake Weimer (Kaw); 2. Justin Keeney (Kaw); 3. Andy Chersin (Kaw); 4. Kevin Rookstool (Kaw); 5. Sean Fitzgrald (Kaw).

60 (9-11): 1. Philip Ehnat (Kaw); 2. Randy Pesek (Kaw); 3. Tony Boughten (Kaw); 4. Blair Miller (Kaw); 5. Kory Huffman (Kaw).

80 (12-13): 1. Joey Mancuso (Hon); 2. Kelvin Schoen (Kaw); 3. Greg Bergren (Suz); 4. Randy Pekarek (Yam); 5. Brian Sullivan (Kaw).

80 (14-15): 1. Brandon Mitchen (Yam).

80 (7-11): 1. Tanner Mc Pherson (Yam).

80 D: 1. Jesse Crays (Suz); 2. Kory Huffman (Suz); 3. Kevin Meyer (Hon); 4. Curtis Coleman (Yam); 5. Sean Murphy (Hon).

OPEN B/C: 1. James Miller (Hon); 2. Mike Stahl (Kaw); 3. Ken Palfenier (Hus); 4. Brian Smith (Hon); 5. Michael Smith (KTM).

OPEN D: 1. Andy Byrne (Hon); 2. Scott Buschke (Hon).

WOMEN 12+: 1. Traci Fleming (Hon); 2. Jenny Pray (Yam); 3. Shari Stahl (Hon); 4. Lisa Garrison (Yam); 5. Mary Aderton (Yam).

KTM SPORTMOTORCYCLES BUILT FOR CHAMPIONS · DUNLOP · ANSWER · ACERBIS · SUZUKI

CYCLE NEWS APPALACHIAN DUAL SPORT TOUR

JUNE 21 & 22

TOUR 3

RENFRO VALLEY, KY

APPALACHIAN DUAL SPORT TOUR — DANIEL BOONE '97

Next stop on the Tour is Renfro Valley, Kentucky - famous for its Bluegrass music. Course designers Paul Jordan and Pat Shepard promise great fun.
All bikes must have spark arrestors and a muffling system no louder than 94db(A).

Rank: Challenging to difficult.

AMA

AWARDS

(Only 2-Day Participants eligible)

SATURDAY
SILVER FOX (Oldest Rider)
IRON BUTT
(Longest Distance on Bike to Event)
HARD LUCK

SUNDAY
DUNLOP SCAVENGER HUNT
(Winner wins four car tires!)
ANSWER POKER RUN:
(Winner Wins Answer Riding Jacket)

SPORTSMANSHIP

SCHEDULE OF EVENTS:

Friday:	6-9PM	Registration at Headquarters
Saturday:	7-8:30AM	Registration
	8:30AM	Mandatory Riders' Meeting
	9:30AM	Last Check- Out
		KTM* LUNCH
	6:00PM	Last Check-In
	6:00PM	Cycle News* Dunlop* Answer* Acerbis* Suzuki* DINNER, Contingency Prizes & Awards. FREE to all 2-Day entrants (Family & Friends welcome for additional fee)
Sunday:	7-8:00AM	Registration
	8:30AM	Mandatory Riders' Meeting
	9:00AM	Last Check- Out
		KTM* LUNCH

ALL ENTRANTS WILL BE INCLUDED IN THE AMA NATIONAL DUAL SPORT/ TRAIL RIDE SERIES DRAWING FOR A NEW 1997 SUZUKI DRS!

PRE-ENTRY FEES:

2-Day Rider:	$75.00
1-Day Rider	$40.00
2-Day Passenger	$40.00
1-Day Passenger	$20.00
At Event:	Add $5 ea.

ACCOMMODATIONS
Renfro Valley KOA: 606/256-2474
Days Inn: 606/256-3300
Econo Lodge: 606/256-4621
Best Western: 606/256-5156

HEADQUARTERS
Renfro Valley KOA
Renfro Valley, KY
I-75 at Exit 62
(15 min. S. of Berea;
45 min. South. of Lexington;
2 hrs. N. of Knoxville)

INFORMATION
RACER PRODUCTIONS
Rt. 12 Box 267
Morgantown, WV 26505
304-284-0084
fax: 304-284-0081

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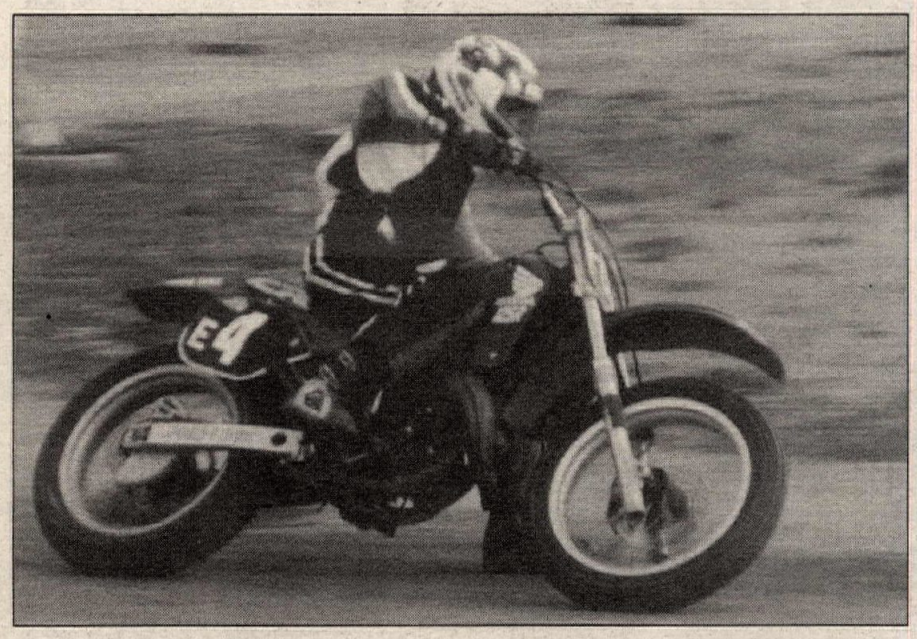
(Entry may be copied)
TOUR NAME: _____

OFFICE USE ONLY
Date received: _____ Amount:$ _____ # _____

Name: _____
(Please Print) First Last
Address: _____
(Please Print) Street City State Zip
AMA# _____ AGE: _____ Passenger Name: _____
Required(if you are not a AMA Member you can join at the event)
In Emergency, Contact: _____ Phone: _____

I AM ENTERING: ☐ BOTH DAYS ☐ SAT. ONLY ☐ SUN. ONLY

Please send entry & Check or Money Order to: RACER PRODUCTIONS, Inc. Route 12 Box 267, Morgantown, WV 26505



(Above) Veteran Mickey Fay won the Expert main event at the AMA D-27 short track Season opener at the Rainer Cycle Bowl in Washington. (Right) Billy Edmonson (245) leads Kevin Beloy (145), Dennis Eckstrom (098) and Corey Keeney (53) in the 16- to-24-year-old A class at Millville MX in Minnesota. Keeney went on to win.

Fay fastest at Rainier ST opener

By Clay Light

RAINIER, WA, MAY 17

Veteran GNC Expert Mickey Fay showcased his incredible short track prowess by posting a win in the Expert main event at the AMA District 27 season-opening outdoor short track at the Rainier Cycle Bowl.

Rotax-mounted Fay won the first of the three Expert qualifiers. Fay's win was made much easier as all but Fay went to the penalty line for jumping the start. J.P. Simonsen won the second heat, which also would transfer the top three. Jeff Annen led the way in heat three, while Speedy Kell came back to win the semi, joined by Jerry Southworth and Eric Rickman in filling out the 12-rider final.

Pole-sitter Fay chased down early leader Simonsen on the first lap of the 15-lap final, opening up an unassailable lead, leaving Chris Fitzhugh and Simonsen to swap places in a heated battle for second ahead of Annen, Jeff Hiatt and Oregon's Rex Fisher, who was fast through traffic but would ultimately not finish the race.

Fay cruised in for a win ahead of Simonsen, who got the nod ahead of Fitzhugh. Hiatt nipped Annen for fourth, while Troy Rose and Rickman filled the top seven.

Kurt Hawk, a newcomer to the 250cc ranks this season, joined fellow heat-race winners Eric Beers and Bryon Dotson as well as the second-place finishers from each in the front row for the 12-rider 250cc A main. Hawk soared into an untouchable lead that would net the ex-minicycle speedster his second win in as many weeks. Hawk beat surprising local rider Nathan Wharton, who was second ahead of Eric Beers, the district champion. Robert Rosie and Jake Holden followed.

Chris Waite won the 80cc DTX main after shrugging off Nick Sellers and Jerry Hansen, but Waite suffered a rare loss in the 80cc A class after Sellers' Suzuki proved to be too much for the competition. Waite and Scooter Vernon filled the top three.

George Prindiville scored a big win in the Pro-Am 600cc class after fending off Jeff Holford and heat-race winner Beau Brown. Brown grabbed third ahead of Chris Kucklick and Joe Lenz. Holford, the second-place finisher, made up for his showing by winning the Open A main ahead of Tony Fox. Fox, in turn, bettered that performance by beating Gary Moore in the Over 30 final.

Results

EX: 1. Mickey Fay (W-R); 2. J.P. Simonsen (Hon); 3. Chris Fitzhugh (Rtx); 4. Jeff Hiatt (W-R); 5. Jeff Annen (W-R).

PRO-AM: 1. George Prindiville (Hon); 2. Jeff Holford (Hon); 3. Beau A. Brown (W-R); 4. Chris Kucklick (Rtx): 5. Joe Lenz (W-R).

OPEN A: 1. Jeff Holford (Hon); 2. Tony Fox (Rtx); 3. William Ausbun (Yam).

250 A: 1. Kurtis Hawk (Hon); 2. Nathan Wharton (Hon); 3. Eric Beers (Hon).

125 A: 1. Sean Light (Hon); 2. Jason Rosie (Hon); 3. Brad Smith (Kaw).

80 A: 1. Nicko Sellers (Suz); 2. Chris Waite (Hon); 3. Scooter Vernon (Hon).

80 DTX: 1. Chris Waite (Hon); 2. Nick Sellers (Suz); 3. Jerry Hansen (Hon).

60 A: 1. Michael Rochester (Kaw); 2. Jacob Ellis (Hon); 3. Timmy Haycock (Kaw).

50 SR: 1. Tyler Thompson; 2. Derick Oquist.

50 JR: 1. Roby Haycock; 2. Eric Brown.

40+: 1. Dennis Armstrong (Rtx); 2. Tim Mitchell (Yam); 3. Mike Harritt (Yam).

VINT TW: 1. Mike Harritt (Yam); 2. Gary Beach (Tri); 3. Willie Ward (Yam).

SPDY D2: 1. Pat Haffee.

30+ OPEN: 1. Tony Fox (Rtx); 2. Gary Moore (Hon); 3. Robert Loose (Rtx).

250 B: 1. Todd Hill (Yam); 2. Charles Christen (Yam).

Keeney cashes in at Millville MX

By George Hodkinson
Photo by Karen Hodkinson

MILLVILLE, MN, MAY 11

National number 53 Cory Keeney made his appearance at the Spring Creek MX Park in Millville with a nearly perfect showing, capturing wins in the 125cc A and 16-to-24-year-old A classes, sweeping all four motos, and was only narrowly beaten in the final 250cc A-class moto by veteran rider Bruce Gates. Gates' second-moto victory gave him the overall on the tie breaker with Keeney, who had won the first moto.

Keeney came out of the gate in the first 16-to 24-year-old moto, followed by Jamison Day, Ryan Broughton and Billy Edmonson. By the end of lap one, Edmonson made a charge that even Keeney couldn't answer - at least not right away. Keeney did, however, charge back around on the next lap to retake the lead that he would hold to the end of the race. Broughton was running third, followed by Kevin Beloy. Keeney pulled away for the rest of the moto, with Edmonson also distancing himself from the field to finish a lonely second. Broughton finished in the runner-up spot, followed closely by Tim Pospisil, who moved through the pack, and Eric Kowalik, who also sliced through to fifth.

In moto two, Keeney left the gate last as he let the rest of the field take off. Dennis Eckstrom grabbed the early lead, followed by Broughton, Beloy and Day. By the end of lap one, Edmonson had taken over the lead, with Beloy now in second. Keeney had already moved into fourth. At the end of the second lap, Keeney had caught Edmonson and made a smooth pass at the base of "collarbone hill" to take the lead that he would hold to the checkered flag. Second-place Edmonson again built a cushion over the field, with Eckstrom taking third after a first-moto seventh. Kowalik and Pospisil rounded out the top five.

Results

MICRO MINI P/W (4-8): 1. Alex Martin; 2. Aaron Barlow; 3. Brian Robin; 4. Lee Johnson; 5. Cory Vandal.

MICRO MINI (4-6): 1. Chad Schmidt; 2. Andrew Schantzen; 3. Kyle Ohlnad; 4. Danny Teague; 5. Alen Mariner.

MICRO MINI (7-8): 1. Lance Gassert; 2. John Heinlein III; 3. Bryce Bernloehk; 4. Mike Malachesen; 5. Taylor Block.

P/W: 1. John Dehn; 2. Jason Johnson; 3. Kody Schantzen; 4. Steve Lorr; 5. Travis Laney.

MINI JR (7-11): 1. Adam Deal; 2. Kyle Potter; 3. Teddy Maier; 4. John Dehn; 5. Joshua Rolbiecki.

MINI JR (12-13): 1. Nathan Broughton; 2. Derek Osterberg; 3. Collin Butze; 4. Bobby Widman; 5. Chad Linder.

MINI SR (14-15): 1. Ben Kremer; 2. Ben Maier; 3. Justin Acker; 4. Cole Knudson; 5. Scott Camp.

OPEN MINI (10-15): 1. Teddy Maier; 2. Nathan Broughton; 3. Derek Osterberg; 4. Ben Kremer; 5. Adam Deal.

YTH: 1. Matt Omann; 2. Charles Barrett; 3. Zach Derry; 4. Mike Evenson; 5. Jonathan Spraugue.

16-24 A: 1. Corey Keeney; 2. Billy Edmonson; 3. Eric Kowalik; 4. Tim Pospisil; 5. Dennis Eckstrom.

16-24 B: 1. Brian Rousselow; 2. Bryan Kremer; 3. Boris Mahlich; 4. Jake Beissel; 5. Shelly Kann.

16-24 C 1: 1. Anthony Peterson; 2. Matt Plattner; 3. Leon Gutzwiller; 4. Dan Pederson; 5. Joseph Dressel.

16-24 C 2: 1. Edward Lejchar; 2. Tim Maki; 3. Jason Knoll; 4. Travis Poeschel; 5. Shane Faust.

25+ A: 1. Bruce Gates; 2. Robbie Engstrom; 3. Jay Mercill; 4. Todd Lentz; 5. Rusty Sorensen.

25+ B: 1. Mike Lenarz; 2. Jody Gaultney; 3. Matt Ludescher; 4. Jerome Hagen; 5. David Jendro.

25+ C: 1. Ben Crech; 2. Rick Norum; 3. Jim Gunion; 4. David Lawry; 5. Ron Brethem.

VET A: 1. Bruce Gates; 2. Scott Steinle; 3. Jay Mercill; 4. Brian Otto; 5. Robert Halstead.

VET B: 1. Mark Robertson; 2. Chuck Thompson; 3. David Jendro; 4. Jeff Sandback; 5. Craig Hinzmann.

VET C: 1. Rick Norum; 2. Jim Gunion; 3. Dan Carstensen; 4. Randall West; 5. Brad Emerson.

SR 40+ A/B: 1. Brian Otto; 2. Roger Shellhammer; 3. David Knopse.

SR 40+ C: 1. Brian Cole; 2. Mike Quinn; 3. Pat Day; 4. Mike Atlas; 5. Ranger Crofton.

125 A: 1. Cory Keeney; 2. Tim Pospisil; 3. Lee Theis; 4. Mike Kann; 5. Frank Jackson.

125 B: 1. Matt Omann; 2. Boris Mahlick; 3. Charles Barrett; 4. Ron Heppner; 5. Shelly Kann.

125 C 1: 1. Zach Derry; 2. Edward Lejchar; 3. Travis Poeshel; 4. Jason Knoll; 5. David Dickman.

125 C 2: 1. Jonathan Spraugue; 2. Leon Gutzwiller; 3. Dan Pederson; 4. Chad Gilbertson; 5. Charles Kiland.

250 A: 1. Bruce Gates; 2. Cory Keeney; 3. Tim Pospisil; 4. Lee Theis; 5. Billy Edmonson.

250 B: 1. Brian Rousselow; 2. Greg Oswald; 3. Jon Culver; 4. Mike Lenarz; 5. Darwin Frideres.

250 C: 1. Roger Dykes; 2. Matt Plattner; 3. Anthony Peterson; 4. David Lawry; 5. Krik Hungate.

Stewart supreme at Bluegrass MX

By Susan S. Willian

CLAY CITY, KY, MAY 17-18

Eleven-year-old James Stewart delighted spectators at Bluegrass Motocross' AMA Amateur National Qualifier, which hosted riders from 14 states, as he competed in the 80cc Stock (7-11) class on Saturday and was unstoppable in both motos.

The first moto saw Florida's Stewart shoot off the starting gate to lead from start to finish, as Georgia's Shane Lusk tried to catch up. Lusk had to settle for second, while Dan Truman filed by the checkered in third.

Stewart was again the rider to catch in moto two. Truman tried unsuccessfully to catch Stewart and ended up second, while Lusk had a moto filled with bad luck and finished 11th in the 22-bike field.

On Sunday, Stewart was as fast as ever, despite losing a tooth in a crash during a practice session over a triple jump. He landed both moto wins in the 85cc Modified (9-13) class, despite the efforts of William Cody Watford and Truman, who finished second and third.

In the 85cc Stock (14-15) class, Florida's Jordan Peeples timed the drop of the starting gate to perfection as he stretched his lead over J.R. Carter. Carter, riding with the flu, picked up his pace near the end of the moto, but Peeples was too far ahead and grabbed the moto win.

Carter nailed the holeshot in moto two, followed by Peeples and South Carolina's Danny Smith. Smith tried to get by Peeples on every course obstacle, continually pressuring Peeples around the course. Smith finally got up enough momentum to get by Peeples and charge after Carter, who was still out front. On the final set of whoops before the checkered, Carter lost control of his machine and overshot the set of jumps, allowing Smith to get by for the moto and overall class win.

Honda of Troy/Oakley/Axo-sponsored Matt Walker rode to a new track record with a lap time of two minutes, three seconds as he held the throttle wide open and stormed to victories in both motos of the 125cc Stock (12-15).

Walker was the early leader in moto one of the 125cc Modified (12-15) class as he was chased by Hans Neel and Clinton Shealy. Shealy pressured Neel for second to make his move as Walker crashed while leading and suffered his only moto loss of the qualifier. Shealy took the moto win, followed by Walker and then Neel. Moto two saw Walker again the dominant force as he claimed the win, with Shealy taking another second and Neel third.

Michigan's Jimmy Wilson won both the 125 and 250cc A Stock classes with 1-1 scores. The 125cc A Modified battle saw Ohio's Lenny Baker come back from a second-place finish in moto one to win the final moto for the overall class win. Chris Mowery ended up second, despite defeating Baker in moto one.

Results

Saturday

85 STK (7-11): 1. James Stewart (Kaw); 2. Dan Truman (Kaw); 3. Justin Applewhite (Hon); 4. Devon Hedrick (Kaw); 5. Joshua Davis (Kaw).

85 STK (12-13): 1. William Cody Watford (Suz); 2. Richard Garnes (Suz); 3. Michael Sisemore (Hon); 4. Adam Overcash (Suz); 5. Jarred Burrell (Suz).

85 STK (14-15): 1. Danny Smith (Hon); 2. J.R. Carter (Kaw); 3. Jordan Peeples (Kaw); 4. Josh Day (Yam); 5. Rick Rikard (Kaw).

125 A STK: 1. Jimmy Wilson (Suz); 2. Erik Leonard (Hon).

125 B STK: 1. Bryan Sapp (Kaw); 2. Ricky Alton (Hon); 3. Chad Revell (Kaw); 4. Justin Guthrie (Kaw).

250 A STK 1. Jimmy Wilson (Suz); 2. Michael Ryan (Hon).

250 B STK: 1. Eric Parham (Kaw); 2. David Puckett (Suz); 3. Nick Nuttle (Yam); 4. Jeff Brown; 5. Bryan Sapp (Kaw).

125 C STK: 1. Brandon Chase Perry (Kaw); 2. Adam Denney (Hon); 3. Jason Mudd (Yam).

51 STK (4-6): 1. Austin Stroupe (Cob); 2. Brandon Large (Cob); 3. Cameron Stone (Cob); 4. Brett Michaud (Cob); 5. Tyler Horne (Cob).

51 STK (7-8): 1. Davin Price (Lem); 2. Michael Slater (Cob); 3. Kevin Tompkins (Cob); 4. Christopher Pittman (Cob); 5. Sean Hackley (Cob).

65 STK (7-9): 1. Joshua Davis (Kaw); 2. Kyle Orr (Kaw); 3. Chase Revell (Kaw); 4. Philip Ivers (Kaw); 5. Gregory Roberts (Kaw).

65 STK (10-11): 1. Cory Cone (Suz); 2. Chris Todd (Kaw); 3. Forrest Smith (Kaw); 4. Casey Martin (Kaw); 5. Justin Link (Kaw).

125 STK (12-15): 1. Matt Walker (Hon); 2. Clinton Shealy (Yam); 3. Brandon Chase Perry (Kaw); 4. Dustin Walker (Yam); 5. Charles Howell (Yam).

WMN: 1. Jessica Patterson (Kaw); 2. Christina Clark (Hon).

51 STK D-1: 1. Vince Friese (Cob); 2. Casey Miller (Hon); 3. Houston Meek (KTM).

51 STK D-2: 1. Daniel Maxam (Act).

51 STK D-3: 1. Roman Diamond (Hon).

125 B: 1. Matt Walker (Hon); 2. Ben Riddle (Kaw); 3. Clinton Shealy (Yam); 4. Damien Heater (Hon); 5. David Puckett (Suz).

125 C: 1. Tony Taylor (Hon); 2. Nicholas Wolf (Kaw); 3. Mickey Beahl (Suz); 4. Donnie Adams (Kaw); 5. Scott Szeghi (Yam).

125 D: 1. Eric Edwards (Hon); 2. Troy Stamper (Hon).

25+ A: 1. Erik Leonard (Hon).

25+ B: 1. Darrell Reddix (Hon).

30+ C: 1. James Maxam (KTM); 2. Charles Howell (Suz); 3. Anthony Carter (Hon); 4. Mike Miller (Suz).

35+: 1. Tim Puckett (Hon); 2. Mark Durbeck (Hon); 3. George Pawley (Kaw).

40+: Kimbo Rutledge (Yam); 2. Scott Szeghi (Yam); 3. Charles Kinison (Hon); 4. Harry Bailey (KTM); 5. David Elliott (KTM).

250 C: 1. David McWilliams (Hon); 2. Eric Reed (Yam); 3. Rodney Powell (Kaw).

250 D: 1. Paul Stalker (Kaw); 2. Charles Hudgins (Suz); 3. J. Bryan Elliott (KTM); 4. Stuart Goins (Yam).

65 (10-11): 1. Raymond Caskey (Kaw); 2. Craig Ryan (Kaw).

65 (7-9): 1. Jerry Westerkamp (Kaw); 2. Davis Price (Kaw); 3. Daniel Maxam (Kaw); 4. Josh Deacon (KTM).

80 D: 1. Douglas Cossley (Hon); 2. Aaron Coffey (Hon); 3. Jason Jones (Kaw); 4. Herbie Adams (Kaw); 5. Bradley Puckett (Hon).

85 (12-13): 1. Robbie Gray (Yam); 2. Kyle McIntosh (Yam); 3. Brandon Durbeck (Kaw).

85 JR: 1. James Maxam (Kaw); 2. Jesse Prescott (Kaw); 3. Matthew Smith (Kaw); 4. Shane Lusk (Yam); 5. Jerry Westerkamp (Kaw).

SCHBY 125: 1. Ben Riddle (Kaw); 2. Doug Gail (Hon); 3. Jessica Patterson (Kaw); 4. Nicholas Wolfe (Kaw); 5. Tony Taylor (Hon).

S/MINI 100: 1. Richard Garnes (Suz); 2. Danny Smith (Hon); 3. Jacob Saylor (Kaw); 4. Robbie Gray (Yam); 5. James Maxam (Kaw).

U/L AM (16-24): 1. Michael Ryan (Hon).

U/L C-D: 1. Mickey Beahl (Suz); 2. Jason Mudd (Yam); 3. Jason Howard (Yam).

Sunday

85 MOD (9-13): 1. James Stewart (Kaw); 2. William Cody Watford (Suz); 3. Dan Truman (Kaw); 4. Richard Garnes (Suz); 5. Adam Overcash (Suz).

125 MOD (12-15): 1. Matt Walker (Hon); 2. Clinton Shealy (Yam); 3. Hans Neel (Hon); 4. Nicholas Wolfe (Kaw); 5. Dustin Walker (Yam).

250 B MOD: 1. Eric Parham (Kaw); 2. Bryan Sapp (Kaw); 3. David Puckett (Suz); 4. Jason Waters (Suz); 5. Tim Caruso (Suz).

250 OPEN A MOD: 1. Johnny Alan Shields (Suz); 2. Jeffrey Baker (Kaw); 3. Lloyd Gregory (Hon).

OPEN B/C: 1. Brad Erwin (Suz); 2. Mitch Keller (Kaw); 3. Terry Blake (KTM).

85 MOD (14-15): 1. Jordan Peeples (Kaw); 2. Danny Smith (Hon); 3. Rick Rikard (Kaw); 4. Brandon Carr (Kaw); 5. Josh Day (Yam).

125 C MOD: 1. Joseph Giansett (Hon); 2. Nicholas Wolfe (Kaw); 3. Kevin Orschell (Yam); 4. Brian Fox (Yam).

250 C: 1. Derek Moore (Kaw); 2. Jason Wilkes (Kaw); 3. Kenneth Stone (Suz); 4. Nicholas Priddy (Kaw).

125 A MOD: 1. Lenny Baker (Hon); 2. Chris Mowery (Kaw); 3. Lloyd Gregory (Hon); 4. Jeffrey Baker (Kaw).

125 B MOD: 1. Hans Neel (Hon); 2. Damien Heater (Hon); 3. David Puckett (Suz); 4. Chad Revell (Kaw); 5. John Kinnemeyer (Hon).

S/MINI (12-15): 1. Jon Witherspoon (Kaw); 2. Robbie Gray (Yam); 3. Rick Rikard (Kaw); 4. Jacob Saylor (Kaw); 5. Matthew Withrow (Hon).

VET B 30+: 1. Kirk Brock (Kaw); 2. Tony Smith (Kaw); 3. Lany Brookbank (Yam); 4. Harry Watts (Hon); 5. Mitch Keller (Kaw).

25+: 1. Johnny Alan Shields (Suz); 2. Kenneth Stone (Suz); 3. Kirk Brock (Kaw).

SR +40: 1. Ralph Zerbe (Hon).

MSTR +50: 1. Ray Thigpen (Mai).

U/L C-D: 1. Derek Moore (Kaw); 2. Jason Wilkes (Kaw); 3. Mickey Beahl (Suz); 4. Scott Szeghi (Yam); 5. Anthony Foster (Yam).

85 (12-13): 1. Jarred Burrell (Suz); 2. Terry Blake (Kaw); 3. Kyle McIntosh (Yam); 4. Ryan Pawley (Kaw); 5. Jerrod Charles (Suz).

125 C: 1. Shawn Oliver (Suz); 2. Donnie Adams (Kaw); 3. Mickey Beahl (Suz); 4. Ian Riddle (Kaw); 5. Tom Meiers (Suz).

125 D: 1. Robby Shephard (Kaw); 2. David Brewer (Hon); 3. Terrance Priddy (Kaw); 4. Brandon Cline (Suz).

250 D: 1. Paul Stalker (Kaw); 2. J. Bryan Elliot (KTM).

U/L AM (16-24): 1. Timmy Milligan (Suz); 2. Tim Wadsworth (Hon).

85 (14-15): 1. Jamie Hainer (Kaw); 2. Bo Shewmaker (Yam).

SCHBY 125: 1. Jessica Patterson (Kaw); 2. Ian Riddle (Kaw); 3. Shawn Oliver (Suz); 4. Ben Riddle (Kaw).

250 A: 1. Johnny Alan Shields (Suz); 2. Jeffrey Baker (Kaw); 3. Rodney Carrier (KTM); 4. Larry Gessner (KTM).

250 C: 1. Scott Varney (Suz); 2. Anthony Foster (Yam); 3. Steve Cannon (Yam).

S/MINI 100: 1. Danny Smith (Hon); 2. Barrett Smith (Kaw); 3. Terry Blake (Kaw); 4. Jamie Hainer (Kaw); 5. Ryan Pawley (Kaw).

25+ A: 1. Larry Gessner (KTM); 2. Rodney Carrier (KTM).

30+ A: 1. Rodney Carrier (KTM).

30+ C: 1. Bobby Cappal (Hon); 2. Mike Miller (Suz); 3. James Maxam (KTM); 4. Randy Diehl (Suz).

65 (7-9): 1. Chase Revell (Kaw); 2. Shane Radcliffe (Kaw); 3. Cody Patterson (Kaw); 4. Taylor Miller (Kaw); 5. Josh Deacon (KTM).

65 (10-11): 1. Forrest Smith (Kaw); 2. Matthew Smith (Kaw); 3. Craig Ryan (Kaw); 4. Matthew Blake (Kaw); 5. Devin Carr (Kaw).

125 A: 1. Jeffrey Baker (Kaw); 2. Marty Gessner (Suz).

125 B: 1. Timmy Milligan (Suz); 2. Ben Riddle (Kaw).

35+: 1. Tony Smith (Kaw); 2. Tom Meiers (Suz); 3. Tim Puckett (Hon); 4. Mark Durbeck (Hon); 5. George Pawley (Kaw).

40+: 1. Scott Szeghi (Yam); 2. Charles Kinison (Hon); 3. David Elliott (KTM).

51 STK D-1: 1. Josh Dollar (KTM); 2. Casey Miller (Hon); 3. Tyler Horne (Cob).

51 STK D-2: 1. Randy Blevins (Act); 2. Jacob Patterson (Cob); 3. Josh Deacon (KTM); 4. Daniel Maxam (Act).

51 STK D-3: 1. Roman Diamond (Hon).

80 D: 1. Jeremy Highfield (Kaw); 2. Jade Teague (Hon); 3. Matthew Crawford (Hon); 4. Herbie Adams (Kaw); 5. Bradley Puckett (Hon).

85 JR: 1. Barrett Smith (Kaw); 2. Chad Helton (Suz); 3. Cody Patterson (Kaw); 4. James Maxam (Kaw); 5. Matthew Smith (Kaw).

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	8 P.M.	Amateur Supercross

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WEEKEND SCHEDULE OF EVENTS

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8 a.m. to 6 p.m. Amateur Sign-up for Motocross and Supercross
11 a.m. to 1:30 p.m. Pro Practice
2:00 p.m. A & B Class Practice
2:30 p.m. C Class Practice
3:00 p.m. D Class Practice
3:30 p.m. 60 & 80 Practice
4:00 p.m. Quad Practice
4:30 p.m. 50cc Practice
5:00 p.m. A & B Class Practice
5:30 p.m. C Class Practice
6:00 p.m. D Class Practice
6:30 p.m. 60 & 80 Practice
7:00 p.m. Quad Practice
7:30 p.m. 50cc Practice
8:00 p.m. Supercross Practice

SATURDAY

6 a.m. to 9 a.m. Amateur Sign-up for Motocross and Supercross
7:00 a.m. A & B Class Practice
7:30 a.m. C Class Practice
8:00 a.m. D Class Practice
8:20 a.m. 60 & 80 Practice
8:40 a.m. Quad Practice
9:00 a.m. 50cc Class Practice
9 a.m. - 11 a.m. HS Sign-up
9:30 a.m. Pro Practice
10:00 a.m. Late Amateur Practice
10:30 a.m. Pro Qualifiers
12 Noon Amateur MX and HS
8:00 p.m. Supercross Practice

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10:30 am. Pro Qualifiers
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(Above) Jason Fink (32) and Kevin Weeks (59) fight for the lead in the first 125cc B moto at Birch Creek Motorsports Park in Danville, Virginia. Eventual class winner Karsten Butler (45) runs fourth. (Right) Kyle McConnell (7) topped the 50cc Super class at the Sandusky Valley Rider's Club race in Tiffin, Ohio.

Butler does it at Birch Creek MX

By Jay and Sharon Hauser

DANVILLE, VA, MAY 18

Karsten Butler rode his Miami-based Honda to the overall victory via 2-1 moto finishes in the 125cc B class as round six of the U.S. Eastern Pro-Am Spring Series rolled into its home base at the Birch Creek Motorsports Park in southern Virginia.

The 125cc B class provided some hot racing action with some new faces to the area's motocross scene, as there were five different states represented in the 22-rider field. With this many riders coming out of different states, it was clear that many were on hand to check out the track before the upcoming AMA Amateur National Regional in June.

Local boy Kevin Weeks grabbed the holeshot in the first 125cc B moto, but was flanked by out-of-staters. Jason Fink out of Florida held down second over Pennsylvania's Doug Stofko and South Carolina's Kenneth Pruett. Fifth was held by a West Virginia rider, Greg Smith. Weeks led the tight freight train for the first four circuits and then vanished out of sight, handing the lead over to Fink, whose run at the front was short-lived as he suffered problems and fell back to 12th by moto's end.

But Stofko was ready to take the helm, and he stuck it out and took the first-moto win, with just a few seconds to spare, over a hard-charging Butler. North Carolina Over 35 rider Dean Saver put his SRS-backed YZ into third by moto's end as he kept the kids in line, with Pruett holding onto fourth over Smith.

The second outing of the 125cc B class started and ended much the same, but the middle of the race was all different. Weeks again grabbed the early lead, led the first four laps and then disappeared off the track to score a DNF. Stofko and Fink were both back up front, but this time Fink did not falter and challenged for the entire moto. As the lead pair went to battle, both Butler and Sarver were busy working their way up from midpack starts, and they would reach the top four by lap four.

With Butler and Sarver in the hunt, the race became a four-way shootout to the finish, and it was Butler who would prevail. Butler clawed his way past 12 riders to get to the front and, once there, he did not give it up. Fink never seemed to leave second and would take the runner-up position to Butler. Sarver took a fourth behind Stofko in the moto, but secured third overall behind Stofko, thanks to Fink's poor first moto. Pruett put in a steady day of riding and took home the fourth spot overall for the day with his score of 4-5 to beat out Smith's 5-6 finishes.

Results

50 (4-6) 1. Devon Pilkington (Act); 2. Taylor Futrell (Act); 3. D.J. Ellis (KTM); 4. Andrew Wilson (KTM); 5. Bobby Buhr (KTM).

50 (7-8) 1. Seth Brown (Cob); 2. Broc Tickle (Act); 3. Chad Muterspaugh (Act); 4. Brad Haar (KTM); 5. Ricky Sizemore (Act).

65 (7-9): 1. Ryan Fitzwater (Kaw); 2. Joshua Schmitt (Kaw); 3. Buddy Biagi (Kaw); 4. David Mitchell (Kaw); 5. Tyler Shumate (Kaw).

65 (10-11): 1. Samuel Fitzwater (Kaw); 2. Eric Brown (Kaw); 3. Jordon Troxell (Kaw); 4. Casey Loudon (Kaw); 5. Zach Turner (Kaw).

85 (7-11): 1. Scott Terry (Yam); 2. Chase Shumate (Suz); 3. Steven Dailey (Yam); 4. Bryan Walker (Yam); 5. Eric Brown (Kaw).

85 (12-15): 1. Josh Dexter (Yam); 2. Cory Gholson (Yam); 3. Dustin Johnson (Suz); 4. Michael Bria (Hon); 5. Matt Boyer (Suz).

80 D: 1. Brian Kelly (Hon); 2. Chris LaPlante (Hon).

S/MINI: 1. Josh Dexter (Yam); 2. Michael Crickenberge (Kaw); 3. Scott Terry (Yam); 4. Dustin Johnson (Suz); 5. Chris Slaughte (Hon).

125 A: 1. Bobby Stovall (Kaw); 2. Mitchell Hodges (Kaw); 3. Terry Kennedy (Hon); 4. Mark Wagner (Yam); 5. Doug Neighbors (Hon).

125 B: 1. Karsten Butler (Hon); 2. Doug Stofko (Suz); 3. Dean Sarver (Yam); 4. Kenneth Pruett (Hon); 5. Gregg Smith (Suz).

125 C: 1. Justin Gibbs (Suz); 2. Eric Cox (Yam); 3. Tim Muterspaugh (Suz); 4. Kevin Hatcher (Suz); 5. Joseph Zucharo (Hon).

125 D: 1. Tim Huntley (Suz); 2. Travis Powers (Hon); 3. Kenneth Stancil (Hon); 4. Zane Berry (Yam); 5. Joseph Anthony (Kaw).

250 A: 1. Jamie Frazier (Hon); 2. Bobby Stovall (Kaw); 3. Chuck Shirley (Kaw); 4. Terry Kennedy (Hon); 5. Mark Wagner (Yam).

250 B: 1. Jason Fink (Kaw); 2. Nelan McFarland (Hon); 3. Kelly White (Kaw); 4. Kevin Rothrock (Hon); 5. Philip Ball (Suz).

250 C: 1. Clifford Pierce (Kaw); 2. Jeff Day (Yam); 3. Bryant Newton (Yam); 4. Toby Balduf (Hon); 5. Richard Feidt (Kaw).

250 D: 1. Mark Hill (Kaw); 2. Mark Rake (Hon); 3. Tim Ware (Hon); 4. Winston Scott (Yam); 5. Chris Dippel (Kaw).

25+ A: 1. Jamie Frazier (Hon); 2. James Coy (Hon); 3. Scott Shipley (Hon); 4. Doug Neighbors (Hon); 5. Steven Eagler (Kaw).

25+ B: 1. Brandon Williams (Hon); 2. Nelan McFarland (Hon); 3. Kevin Rothrock (Hon); 4. Sean Rakes (Hon); 5. Donnie Mills (Suz).

25+ C 1. Clifford Pierce (Kaw); 2. Mike Santoy (Hon); 3. Lee Williams (Kaw); 4. David Howerton (Hon); 5. Hilton Holdren (Suz).

30+ A 1. Scott Shipley (Hon); 2. Allen Alford (Suz); 3. Sidney Williams (Kaw); 4. Barry Nelson (Hon); 5. Tommy Jennings (Suz).

30+ B: 1. Paul Henry (Hon); 2. Sandy Fulk (Suz); 3. James Morris (Hon); 4. Jerry Robertson (Kaw); 5. David Norris (Yam).

35+: 1. James Fisher (KTM); 2. Sonny Mitchell (Suz); 3. Dean Sarver (Hon); 4. Barry Nelson (Hon); 5. Roger Arnold (Suz).

40+: 1. Sonny Mitchell (Suz); 2. James Fisher (KTM); 3. A.C. Bruce (Yam); 4. Greg Driscoll (Suz); 5. Steve Donaldson (Yam).

OPEN AM: 1. Jed Schappert (KTM); 2. Stephen Beckwith (Hon); 3. Doug Baros (Hon); 4. Tom Haar (Hon).

U/L: 1. Nick McAllister (Kaw); 2. Karsten Butler (Hon); 3. Forrest Butler (Hon); 4. Kevin Hatcher (Suz); 5. Eric Cox (Yam).

Hammond hammers SVR MX

By Carl Davis

TIFFIN, OH, MAY 18

Ian Hammond took double class wins at the Sandusky Valley Riders Club's second motocross event of the year. Hammond hammered to victories in the 125cc Schoolboy and Intermediate divisions, as the talented Suzuki rider used good starts to his advantage throughout the day at the MRA points event.

Ryan Lutz proved to be tough competition for Hammond in the Schoolboy division, as the duo battled in both motos until the end. In moto one, it was Hammond out front early, with Lutz's Honda hot on his tail and Babe Stahl motoring in third. Lutz took advantage of Hammond's bobble on the uphill quad jump to slip into the lead. Hammond gave chase, but the damage was done and Lutz took the moto win.

Hammond was all business in moto two, while the hard-charging Lutz was in relentless pursuit. Hammond rode flawlessly and would pull away in the back section while Lutz would pull up on him in the front jump section. Hammond held tough to take the overall win, with Lutz second and Scott Frantz taking third over Stahl.

Hammond rode to a convincing win in the 125cc Intermediate class, leaving Stahl in a battle with fellow Suzuki rider Jason Fodesi for second. Foldesi took the second-moto advantage to claim the runner-up spot.

A large group of 125cc Novice riders took to the SVR track, with Dennis Beard taking the win in moto one while Richard Hesselbart gave chase. Beard looked to have the victory in moto two, only to have Hesselbart move past on the last lap to take the overall win. Beard was second and Jason Matten third.

Kyle McConnell was king of the Micro divisions, flogging his Cobra to the Micro Super division win. Glenn Smith tossed his Action machine into the Micro 4- to-6-year-old division winner's circle, while Cody Minard won the Micro 7- to 8-year-old class.

Results

S/50 (4-6): 1. Kyle Straube (Yam); 2. Corbin Saum (Yam).

50 (4-6): 1. Glenn Smith (Act); 2. Garrett Daugherty (Cob); 3. Anthony Foust (Lem).

50 (7-8): 1. Cody Minard (Yam); 2. Shane Unkle (Yam).

S/50: 1. Kyle McConnell (Cob); 2. Damon Bauer (Lem); 3. Allen Jones (Lem).

60 (7-11): 1. Kevin Storai (Kaw).

80 BEG: 1. Broc Bauer (Hon); 2. Jeremy Morris (Kaw).

80 NOV: 1. Brad Hohenbrink (Kaw); 2. Jason Weidman (Hon); 3. Craig Brickser (Suz).

125 JR: 1. Ian Hammond (Suz); 2. Ryan Lutz (Hon); 3. Scott Frantz (Kaw).

125 BEG: 1. Justin Stephens (Hon); 2. Justin Schmehl (Hon); 3. David Urie (Hon).

125 NOV: 1. Richard Hesselbart (Hon); 2. Dennis Bear (Yam); 3. Jason Mitten (Kaw).

125 INT: 1. Ian Hammond (Suz); 2. Jason Foldesi (Suz); 3. Gabriel Stahl (Suz).

250 BEG: 1. Jason Hesselbart (Hon); 2. Mike Jennings (Kaw); 3. Adam Henninger (Kaw).

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250 NOV: 1. Ken Wagner (Hon); 2. Kurt Reese (Hon); 3. John Mason (Yam).
250 INT: 1. Cory Gamertsfelder (Hon); 2. Cory Mason (Yam); 3. Joey Lewis (Yam).
125/250 EX: 1. Jake Davis (Hon); 2. Ryan Lutz (Hon); 3. Brad Dixon (Kaw).
16-24: 1. Brad Dixon (Kaw); 2. Chris Ferguson (Suz); 3. Tony Robinson (Kaw).
25+: 1. Matthew Feasel (Kaw); 2. Richard Hesselbart (Hon); 3. Shane Bauman (Hon).
30+: 1. John Magada (Hon); 2. Steve Holland (Hon); 3. Craig Smith (Kaw).
35+: 1. Steve Holland (Suz); 2. Michael Reisinger (Kaw); 3. Dan Maas (Suz).
40+: 1. Barry Mayo (KTM); 2. Carl Davis (Hon); 3. Rick Baldwin (Suz).
45+: 1. Barry Mayo (KTM); 2. Stan Courtad (Hon); 3. John Rader (Yam).
VINT 89: 1. Jeff Carlson (Hon); 2. Neil Carlson (Hon); 3. Mark Garvey (Kaw).

Hunter, Havel blast White Sands MX

By Matt Draper

ASHLAND, NE, MAY 18

Chris Hunter piloted his Ramer Motors/Spy/No Fear-backed CR250 to a four-moto sweep in Open Outlaw and 250cc Expert action, while Jason Havel overcame potential tragedy en route to the overall win in the 250cc Novice class at White Sands Raceway.

Hunter went to work right away in the first 250cc Expert moto, pulling the holeshot and putting three seconds on Brian Stone by lap two. Stone found his rhythm, however, and powered his Thor-backed KX250 up to Hunter's rear fender, and by lap five was showing a wheel to Hunter in nearly every turn. Hunter would prevail by methodically protecting his lines.

"I started riding defensively instead of offensively," Hunter said. "It nearly cost me the race."

The second moto saw Hunter take his own advice by again nailing the holeshot and this time aggressively attacking each obstacle lap after lap. The best Stone could hope for was second, as Hunter was consistently able to triple into a tricky rhythm section to gain valuable time each lap. Stone, a National Motocross/AMA Supercross regular, simply could not find a way around the clever Hunter.

"Not on my home track," Hunter said. "Not today, anyway."

In 250cc Novice action, Havel proved that consistency pays, posting a 2-1 score over Doug Robertson's 1-3 tally for the overall. The two provided some anxious moments during moto one. Havel grabbed the holeshot aboard his National Lock & Safe-sponsored Suzuki, with Robertson in tow. On the last lap, Robertson put his Emig Racing-backed KX250 on the inside of a tight right-hander in an effort to get by the steady Havel. The bikes collided on the face of the ensuing triple. Robertson's midair posture looked like certain disaster, while Havel was able to double safely. As Robertson cased the triple thunderously, he lost further control and "supermanned" his bike into the next berm. Miraculously, he saved it and actually passed a stunned Havel on the outside for the win.

"I thought he was going to put me on my head," Havel said. "That was crazy."

The moto-two holeshot was again Havel's, but this time the pressure came not from Robertson, who gated sixth, but from Pat Masonbrink's RM250. Havel pulled to a seven-second lead, but Masonbrink would get a second wind and close the gap steadily. Havel proved too much for Masonbrink and proceeded to win by a margin of four seconds. Robertson overcame his poor start to claim third.

Results

50 (4-6): 1. Ricky Draper (KTM); 2. Jordan Sitz (KTM); 3. Roy Mitchell (KTM); 4. Dalton Klimek (KTM); 5. Aaron Cox (Yam).
50 (7-8): 1. Zach Kenning (Cob); 2. Alex Molott (KTM); 3. Brian Goggard (KTM); 4. Matthew Munsterman (KTM).
60 OPEN: 1. Craig Royse (Kaw); 2. Zach Kenning (Kaw); 3. Jare Leighty (Kaw); 4. Colton McLain (Kaw); 5. Mike Cigelman (Kaw).
80 NOV: 1. Jake Leighty (Kaw); 2. Colton McLain (Kaw); 3. Derick Thomas (Yam); 4. Brandi McLain (Hon); 5. Tony Marshall (Suz).
80 INT: 1. Brooks Jones (Hon); 2. Roger Kurbalek (Suz); 3. J.D. Melton (Hon); 4. Preston Dolan (Hon); 5. Zack Hinze (Suz).
80 EX: 1. Tyler Grossenbacher (Suz); 2. Boomer Jones (Kaw); 3. Josh Brychta (Suz); 4. Chris Hoover (Yam).
80 OPEN: 1. Tyler Grossenbacher (Suz); 2. Boomer Jones (Kaw); 3. Josh Brychta (Suz).
125/250 BEG: 1. David Helfery (Suz); 2. Jimmy Frans (Kaw); 3. Tom Bauer (Suz); 4. Kevin Yonwey (Kaw); 5. Art Erickson (Hon).
125 NOV: 1. Ryan Edmonds (Suz); 2. Ryan Cox (Yam); 3. David Wesley (Hon); 4. Brian Crampton (Suz); 5. Vince Tesinsky (Suz).
125 INT: 1. David Turk (Yam); 2. Don Bolte (Kaw); 3. Dayne Eaton (Kaw); 4. Thad Wilson (Suz); 5. Josh McMullen (Hon).
125 EX: 1. Cory Francis (Suz); 2. Chris Hunter (Hon); 3. Brian Stone (Kaw); 4. Nick Delozier (Kaw); 5. Jason Goodwin (Kaw).
125 OPEN: 1. Don Bolte (Kaw); 2. Curt Drake (Suz); 3. Charlie Sadofsky (Suz); 4. David Wesley (Hon); 5. Tom VanVugt (Yam).
250 NOV: 1. Jason Havel (Suz); 2. Doug Robertson (Kaw); 3. Jason Huff (Kaw); 4. Kelly Jordan (Kaw); 5. Hesse Henderson (Hon).
250 INT: 1. Jamie Smith (Hon); 2. Don Bolte (Kaw); 3. Bruce Clark (Kaw); 4. Shawn Schroeder (Yam); 5. Bill Loecker (Yam).
250 EX: 1. Chris Hunter (Hon); 2. Brian Stone (Kaw); 3. Jason Goodwin (Kaw); 4. Adam Zarda (Hon); 5. Jeff Ferrin (Kaw).
250 OPEN: 1. Chad Berry (Hon); 2. Dennis Murphy (Hon); 3. Bill Loecker (Yam); 4. Brian Paulsen (Hon); 5. Brian Gray (Yam).
OPEN OUTLAW: 1. Chris Hunter (Hon); 2. Andrew Weickhorst (Hon); 3. Stuart Rafos (Kaw); 4. Jeff Ferrin (Kaw); 5. Cory Francis (Suz).
VET 30: 1. Don Bolte (Kaw); 2. Paul Kelley (Hon); 3. Shane Hinze (Yam); 4. Jim Svoboda (Hon); 5. Bruce Clark (Kaw).
VET 40: 1. Dennis Murphy (Hon); 2. Robert Cigelman (Kaw).

3 DAYS OF RACING!

Gates open Friday, July 4th at 10am (all times are Michigan times)

Photo: Kinney Jones

FRIDAY NIGHT, JULY 4TH, amateur MX on the night track (all classes)
Sign up-3pm, practice-5pm, races-7pm. Friday/Saturday/Sunday-**Adults $35, Kids $20**

SATURDAY NIGHT, JULY 5TH, amateur MX on the night track (all classes)
Sign up-1pm, practice-3pm, races-5pm. Saturday/Sunday-**Adults $30, Kids $15**

SUNDAY JULY 6TH 125/250 PRO MOTOCROSS NATIONAL
INTERMISSION Show by "The Wheelie King", Doug Domokos
Practice-9am, qualifiers-11am, Races-1pm. Sunday Only-**Adults $20, Kids $10**

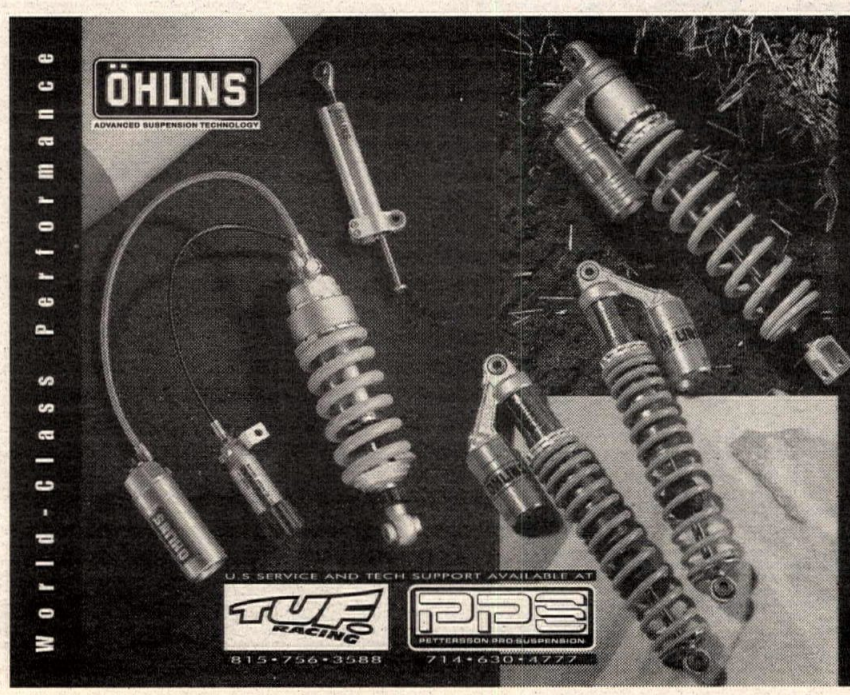
Camping $5 per day, per adult. **NO FRIDAY** or **SATURDAY** only tickets.
Paddock passes sold Sat. 7-9pm & Sun. 9am til gone-$10.00. Good Sunday 9am-1pm.

NEW! No motorized pit bikes! No cruising!
(Bicycles only allowed. All others will be impounded).

AMA PRO RACING

Must See! "Legends of Motocross" Works bikes museum. $5.00 Admission.

Web site: www.redbudmx.com for race details and "LaRocket's Roost" (Mike's views & news)
PHONE:616.695.6405 - Track located 3 miles north of Buchanan, Michigan on Red Bud Trail



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KENNY ROBERTS TRAINING RANCH

· BARCELONA GRAND PRIX ·
Spend 3 Days Attending the Barcelona Grand Prix at the Catalunya, Spain Circuit on September 12-14, Round #13 of the 1997 FIM World Championship Grand Prix Road Racing Series!

· DIRT TRACK USA ·
Top American Dirt Track Stars Meet the Euros in the Ultimate Short-Track Shootout in Barcelona!

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(Above) Matt Hampton racked up 2-1 moto scores for the overall win in 125cc Novice class MX action at Adelanto Raceway in Adelanto, California.

Hampton triumphant at Adelanto MX

By Greg Robertson

ADELANTO, CA, MAY 10

Matt Hampton scored the 125cc Novice class overall win during Saturday motocross racing at the recently opened Adelanto Raceway.

Charles Cook started things off with a first-moto lead that would last a lap before he had problems and would drop to the back of the field. Jeff Peavler inherited the lead over Hampton and Todd Nelson. Peavler picked up the win, with Hampton keeping him honest the entire race.

Hampton gated poorly in the second moto, but made up for it quickly, getting around Nelson for the lead by only the second lap on the fast, hardpacked track. Peavler upped the pace to pass Hampton for the top spot at the midway point, only to develop problems and record a DNF. With Peavler out of the way, Hampton was able to slowly pull away from Nelson for the win and go 2-1 on the day for the overall victory.

Eric Robinson dominated both 125cc Beginner motos from the drop of the gate to the checkered flag. Richard Marrujo finished second both times out over Kyle Kelly.

Kyle Jenkins held off Gerald Rodriguez for half of the first 60cc Beginner race before Rodriguez put the move on him and motored away for the win. Rodriguez led every inch of round two to collect the first-place trophy.

The Old Timers MX Club came out to give the revamped track a try, with Gary Wessels splitting moto wins with Frank Derby for the Novice class overall honors. The Honda trio of John Webb, Raleigh Webster and Bill Weltman finished third through fifth, respectively.

George Lazenby roosted his Kawasaki to the Expert class first-moto win over Jim McConnell and Steve Barklow. Round two saw Gary Willison catch fire and run away with the win. Barklow was runner-up, which gave him second overall behind the 1-3 of Lazenby. Willison's 8-1 edged out the 5-5 of Charles Howell for fourth overall.

Results

P/W S/STK (0-6): 1. Shawn Butler.
60 BEG: 1. Gerald Rodriguez; 2. Kyle Jenkins; 3. Ralph Brooks Jr.
60 NOV: 1. Danny Bartz.
80 BEG: 1. Steve Burford; 2. Kyle Kelly.
80 NOV: 1. Chris Thorp.
80 INT: 1. Dylan Lord.
125 BEG: 1. Eric Robinson; 2. Richard Marrujo; 3. Kyle Kelly.
125 NOV: 1. Matt Hampton; 2. Todd Nelson; 3. Jeff Peavler; 4. Charles Cook.
125 INT: Jason Dubin.
OPEN BEG: 1. Kris Chamley; 2. Doug Corey; 3. Garrett Mathews; 4. Charles Neighbours.
VET NOV: 1. Chad Hughes; 2. Chris Bergstrom.
SR INT: 1. Norm Schiel.
O/T JR VET: 1. Mark Horton.
O/T NOV: 1. Gary Wessels; 2. Frank Derby; 3. John Webb; 4. Raleigh Webster; 5. Bill Weltman.
O/T AM: 1. Brian Lunt; 2. Richard Bealer; 3. Craig Ashbaucher; 4. Hank Owen; 5. Al Smith.
O/T EX: 1. George Lazenby; 2. Steve Barklow; 3. Jim McConnell; 4. Gary Willison; 5. Charles Howell.
O/T MSTR B: 1. Dennis McAdam; 2. Scott Freeman; 3. Tommy Pearl; 4. Mike Chesbro; 5. Norm Schiel.
O/T MSTR A: 1. Tracy Hrach; 2. Alan Kent; 3. Steve Clark.

Burkhart bold at Kenworthy's MX opener

By Rupert F. Pellett

TROY, OH, MAY 11

Honda of Troy's rising son Mark Burkhart put together three perfect motos as Kenworthy's GP Club held its first event of 1997 and, if not for an error in his final 250cc A moto, Burkhart would have swept all four A motos at the National-caliber course. Near-perfect weather and a record number of amateur riders gave this western Ohio facility the perfect opportunity to showcase its fine circuits, as races were held concurrently on both the main and Pee Wee tracks. With many nationally ranked professional motocross riders competing, all eyes were on the 20-plus riders as the gate dropped on moto one of the 125cc A class.

As the number 95 of Burkhart came into view after clearing the entire tunnel jump, few were surprised that the former mini star had grabbed the holeshot. As Burkhart would run away from the pack, a tasty little duel ensued between second-placed Charlie Dunaway and Josh Demuth in third, while Yamaha-mounted Mike Katin charged in fourth. Demuth twisted every ounce of power out of his Eastside Suzuki, trying to get around the Kawasaki of Dunaway, and it even appeared that on lap three he had made the pass over the "Widowmaker." But it was not to be, as Dunaway used his Supercross experience to his advantage and finished second behind Burkhart. Demuth and Katin rounded out the top four, respectively.

Moto two was another Burkhart show-stopper, but this time Demuth ran hard in second, and Katin third.

The first 250cc A moto witnessed a terrible accident over the "Widowmaker" jump as Joe Oehlof and his Suzuki tangled with Dunaway, with both crashing while riding near the front. Burkhart was once again up front and the victor in this moto, with Katin running a strong second, and Indiana's Kevin Lampke on his Yamaha in third.

Moto two was where Burkhart encountered problems, as he hit the dirt in the tricky "Biasgap" corner jump, handing the lead, and ultimately the win, to Katin, with Demuth taking third. Burkhart remounted to finish 11th, for a respectable fifth place overall in a field of 33 riders.

Consistency really paid off for Jason Frecker, as his 4-4 finishes netted him second overall, and Indiana's Larry Gessner jammed his KTM to fourth overall with 6-5 finishes. While Burkart dominated the big track, it was Michael Willard doing the winning on the little track, as he flew his F&S-sponsored machines to first overall in both the 65cc and Mini Junior classes. CN

Results

50 (4-6): 1. Haven Holdcroft (Cob); 2. Tyler Bowers (Cob); 3. Broc Peterson (Cob); 4. Ryan Ivers (KTM); 5. Kris Nelson (Cob).

50 (7-8): 1. Tommy Pellett (Cob); 2. Kenny Henry (Cob); 3. Devan Welch (Cob); 4. Tyler Maxel (Lem); 5. Codi Adams (Cob).

65 (7-11): 1. Michael Willard (Kaw); 2. Joey Pellett (Kaw); 3. Kyle Preston (Kaw); 4. Ronnie Kendall (Kaw); 5. Jared Grabiel (Kaw).

80 (7-11): 1. Michael Willard (Suz); 2. Dillion Rhoades (Hon); 3. Joey Pellett (Kaw); 4. Jared Grabiel (Suz); 5. Ronnie Kendall (Suz).

80 (12-15): 1. Willy Browning (Yam); 2. Andy Willard (Suz); 3. Dustin Adams (Hon); 4. Dustin Cottrill (Suz); 5. Trevor Sitzman (Kaw).

SCHBY: 1. Paul Karle (Suz); 2. Shawn Kuchler (Hon); 3. Justin Weber (Kaw); 4. Scott Kuchler (Hon); 5. Dean McKinney (Kaw).

125 A: 1. Mark Burkhart (Hon): 2. Josh Demuth (Suz); 3. Mike Katin (Yam); 4. Lenny Baker (Hon); 5. Larry Gessner (Suz).

250 A: 1. Mike Katin (Yam); 2. Jason Frecker (Hon); 3. Josh Demuth (Suz); 4. Larry Gessner (KTM); 5. Mark Burkhart (Hon).

30+: 1. Jon Schmitz (Suz): 2. Mike Harnden (KTM); 3. Richard Robinson (Hon); 4. Jim Krauser (KTM); 5. Curtis Rennert (Suz).

25+ GRP 1: 1. Jon Schmitz (Suz); 2. Keith Perry (Kaw); 3. Jim Bocal (Kaw); 4. Curtis Bennert (Suz); 5. Eric Wentworth (Hon).

25+ GRP 2: 1. Larry Gessner (KTM); 2. Chris Knox (KTM); 3. Mike Hogan (Hon); 4. Rob Hill (Yam); 5. Jim Krauser (Kaw).

16-24: 1. Jason Frecker (Hon); 2. Brian Flanagan (Suz); 3. Jeremy Adams (Yam); 4. Jason Baxter (Hon); 5. Estel Walton (Kaw).

250 C: 1. Mike Palmer (Kaw); 2. Marc Bauman (Kaw); 3. James Dietrich (Suz); 4. Davis McWilliams (Hon); 5. Dennis Thomas (Hon).

250 B GRP 1: 1. Keith Perry (Kaw); 2. David Puckett (Suz); 3. Jim Boch (Kaw); 4. Terry Paris (Hon); 5. Matthew Waitman (Hon).

250 B GRP 2: 1. Ryan McHale (Hon); 2. Tim Caruso (Suz); 3. Johnny Stewart (Hon); 4. Rob Cherry (Hon); 5. Jamie Delaller (Yam).

125 B GRP 1: 1. Steve Hensley (Hon); 2. Damien Heater (Hon); 3. Ryan McHale (Hon); 4. David Puckett (Suz); 5. Dean McKinney (Kaw).

125 B GRP 2: 1. Jeremy Adams (Yam); 2. Shaun Kuchler (Hon); 3. Scott Kuchler (Hon); 4. Nathan Laymon (Hon); 5. Robert Turley (Suz).

125 C GRP 1: 1. Matt Ketcheson (Suz); 2. Tony Taylor (Hon); 3. Shane Christy (Suz); 4. Branden Perry (Suz); 5. David Greca (Suz).

125 C GRP 2: 1. Kevin Hildebrand (Hon); 2. Bryan Ridge (Hon); 3. Mike Pharis (Suz); 4. Tom Mahan (Hon); 5. Greg Beem (Suz).

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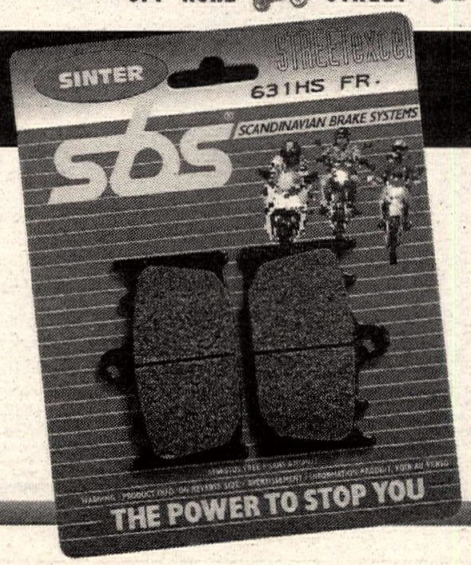

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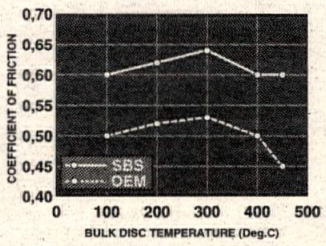

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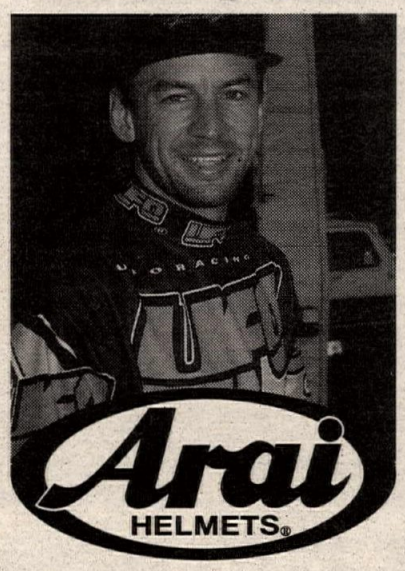

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Competition Schedule

Date	Club	Event
June 7-8	R.U.T.S.' @ Camp Rock Rd., Lucerne Valley, CA Info: Eddie 562-867-1254	Dual European Scrambles
June 15	Dirt Diggers M.C. @Kernville (near Lake Isabella) Info: 619-376-2128	Motocross

Dual Sport Schedule Info (818) 249-2141 (3,1)

Date	Club	Event
June 7-8	Dual Dogs "Sequoia" @ Frandy's Campground, Kernville, CA Info: Damon 818-701-1913	Nat'l Dual Sport
June 22	District 37 D.S. @ Scott's Performance, Montrose, CA Info: 818-951-1333	Dual Sport
July 6-11	Dual Dogs' Six Days @ Redding, CA Info: Damon 818-701-1913	Nat'l Dual Sport
July 12-13	USA Dual Sport Club @ Kennedy Mdws, Sequoia N.F., CA Info: 818-348-7273	Dual Sport

Dual Sport web site: www.motorsports-network.com

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Thurs., June 5	MX Practice 8:00am till Dusk
Sat., June 7	MX Practice 8:00am till 2:00pm
Sun., June 8	Lorretta Lynn AMA Regional MX
Thurs., June 12	MX Practice 8:00am till Dusk

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Adelanto, CA

MOTOCROSS RACE SCHEDULE

Saturday, June 7	Open MX	NO Membership Required
Saturday, June 14	Open MX	
Saturday, June 21	Open MX	

Lee Saul - Info and Message (760) 381-5761

1997 A.M.P. MOTOCROSS EVENTS
1997 A.M.P. Yoko For Moto Top Gun Summer Series

Saturday, June 7	Open MX Practice - Hollister Hills, CA
Sunday, June 8	Round 5 - Hollister Hills GP Track, CA
Saturday, June 14	Open MX Practice - Hollister Hills GP Track, CA
Sunday, June 15	Round 6 - Hollister Hills GP Track, CA

Info: (209) 656-9682 (209) 642-4364

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone;** we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

World Championship Road Race Series
6/8 Paul Ricard, France, Rnd 6
6/28 Assen, Holland, Rnd 7
7/6 Imola, Italy, Rnd 8
7/20 Nurburgring, Germany, Rnd 9
8/3 Rio de Janeiro, Brazil, Rnd 10
8/17 Donington Park, England, Rnd 11
8/31 Brno, Czech Republic, Rnd 12
9/14 Catalunya, Spain, Rnd 13
9/28 Sentul, Indonesia, Rnd 14
10/5 Phillip Island, Australia, Rnd 15

World Superbike Championship Series
6/8 Hockenheim, Germany, Rnd 4
6/22 Monza, Italy, Rnd 5
7/13 Monterey, California, Rnd 6
8/3 Brands Hatch, England, Rnd 7
8/17 A1-Ring, Austria, Rnd 8
8/31 Assen, Holland, Rnd 9
9/21 Albacete, Spain, Rnd 10
10/5 Sugo, Japan, Rnd 11
10/12 Sentul, Indonesia, Rnd 12

World Supersport Championship
6/8 Hockenheim, Germany, Rnd 3
7/22 Monza, Italy, Rnd 4
8/3 Brands Hatch, England, Rnd 5
8/17 Osterreichring, Austria, Rnd 6
8/31 Assen, Holland, Rnd 7
9/7 Oschersleben, Germany, Rnd 8
9/21 Albacete, Spain, Rnd 9
10/5 Sugo, Japan, Rnd 10
10/12 Sentul, Indonesia, Rnd 11

World Endurance Road Race Series
7/12-13 Spa, Belgium, Rnd 2
7/27 Suzuka, Japan, Rnd 3
9/20-21 Bol d'Or, France, Rnd 4

World Championship Trials Series
6/15 Bienno, Italy, Rnd 5
6/22 La Bresse, France, Rnd 6
7/13 La Rabassa, Andorra, Rnd 7
7/27 Donner, CA, United States, Rnd 8
8/31 Nepomuk, Czech Republic, Rnd 9
9/7 Thalheim, Germany, Rnd 10

Motocross des Nations
9/14 Nismes, Belgium

Trials des Nations
9/27 Isle of Man

Enduro World Championship Series
6/7-8 Belo Horizonte, Brazil, Rnd 5
6/13-14 Belo Horizonte, Brazil, Rnd 6
7/19-20 Hassleholm, Sweden, Rnd 7
7/26-27 Riihimaki, Finland, Rnd 8

International Six-Day Enduro/ISDE
8/19-24 Brescia, Italy

World Championship 500cc Motocross Series
6/8 Halle, Netherlands, Rnd 5
6/29 Uddevalla, Sweden, Rnd 6
7/6 Hawkstone Park, England, Rnd 7
7/20 Laguepie, France, Rnd 8
8/3 Namur, Belgium, Rnd 9
8/10 Bockholtz, Luxembourg, Rnd 10
8/24 Holzgerlingen, Germany, Rnd 11

World Championship 250cc Motocross Series
6/8 Borgo Maggiore, Italy, Rnd 8
6/22 Kester, Belgium, Rnd 9
7/6 Belo Horizonte, Brazil, Rnd 10
7/13 Maracay, Venezuela, Rnd 11
8/3 Jogyakarta, Indonesia, Rnd 12
8/17 Gdynia, Poland, Rnd 13
8/31 Roggenburg, Switzerland, Rnd 14
9/7 Gaildorf, Germany, Rnd 15

World Championship 125cc Motocross Series
6/22 Gerstetten, Germany, Rnd 8
7/13 Vantaa, Finland, Rnd 9
8/10 Velke Uherce, Slovakia, Rnd 10
8/17 Neeroeteren, Belgium, Rnd 11
8/31 Lierop, Netherlands, Rnd 12

FIM World Supercross Championship
11/2 Barcelona, Spain, Rnd 1
11/7-9 Paris, France, Rnd 2,3,4
11/23 Tokyo, Japan, Rnd 5
11/30 Osaka, Japan, Rnd 6
12/5-6 Geneva, Switzerland, Rnd 7,8

World Championship Speedway Qualifier Series
6/7 Hyvinkaa, Finland
6/8 Pocking, Germany
6/8 St. Johann, Austria
7/27 Lonigo, Italy
7/27 Vastevik, Sweden
10/5 Wiener-Neustade, Austria

World Championship Individual Speedway Grand Prix Series
6/14 Linkoping, Sweden, Rnd 2
7/5 Landshut, Germany, Rnd 3
8/9 Coventry, England, Rnd 4
8/30 Wroclaw, Poland, Rnd 5
9/20 Vojens, Denmark, Rnd 6

World Championship Team Speedway
6/21 Krsko, Slovenia
8/24 Debrecen, Hungary
9/14 Pila, Poland

AMA Superbike National Championship
6/6-8 Elkhart Lake, WI, Rnd 4
6/13-15 Loudon, NH, Rnd 5
6/27-29 Brainerd, MN, Rnd 6
7/18-20 Lexington, OH, Rnd 7
8/15-17 Colorado Springs, CO, Rnd 8
8/29-31 Sonoma, CA, Rnd 9
10/3-5 Las Vegas, NV, Rnd 10

AMA National MX Series
6/15 Budds Creek, MD, Rnd 5
6/22 Southwick, MA, Rnd 6
7/6 Buchanan, MI, Rnd 7
7/20 New Berlin, NY, Rnd 8
7/27 Troy, OH, Rnd 9
8/3 Millville, MN, Rnd 10
8/17 Washougal, WA, Rnd 11
8/24 Binghamton, NY, Rnd 12
8/31 Delmont, PA, Rnd 13

AMA Grand National Championship Series
6/14 Terre Haute, IN, Rnd 6
6/21 Sedalia, MO, Rnd 7
6/28 Lima, OH, Rnd 8
7/5 Lake Odessa, MI, Rnd 9
7/13 DuQuoin, IL, Rnd 10
7/19 Oklahoma City, OK, Rnd 11
7/26 Rossburg, OH, Rnd 12
8/3 Peoria, IL, Rnd 13
8/6 Rapid City, SD, Rnd 14
8/9 East Moline, IL, Rnd 15
8/16 Indianapolis, IN, Rnd 16
8/23 Hagerstown, MD, Rnd 17
8/31 Springfield, IL, Rnd 18
9/7 Syracuse, NY, Rnd 19
9/13 Shakopee, MN, Rnd 20
9/20 TBA, Rnd 21
9/27 Sacramento, CA, Rnd 22
10/4 Las Vegas, NV, Rnd 23
10/12 Del Mar, CA, Rnd 24

AMA National C'ship Enduro Series
6/29 Akeley, MN, Rnd 6
7/13 Drummond Island, MI, Rnd 7
7/20 Rand, CO, Rnd 8
10/26 Delaware City, DE, Rnd 9

AMA National Reliability Enduro Series
Western Region
6/7-8 Tillamook, OR, Rnd 3
6/21-22 Yamhill, OR, Final

AMA National Championship Hare & Hound Series
9/21 Yerington, NV, Rnd 4
10/12 Oreanna, ID, Rnd 5
10/26 Lucerne Valley, CA, Rnd 6
11/1 Wells, NV, Rnd 7
Info 614/891-2425

AMA National Championship Hare Scrambles Series
7/27 Kahoka, MO, Rnd 5
9/7 Millfield, OH, Rnd 6
9/28 Henryetta, OK, Rnd 7
10/12 Lynnville, IN, Rnd 8

AMA Grand National Cross Country Series
6/15 Elizabeth, WV, Rnd 8
9/7 Millfield, OH, Rnd 9
9/21 Mount Morris, PA, Rnd 10
10/5 Crawfordsville, IN, Rnd 11
10/19 Lisbon, OH, Rnd 12
10/26 Alton, VA, Rnd 13
Info 304/284-0084

AMA/Maxima Western National Four-Stroke MX Series
7/6 Grand Junction, CO
7/20 Boise, ID
8/17 Washougal, WA
Info 916/365-1979 or 503/654-6340

AMA Fall Classic/Eastern Four-Stroke National MX Series
9/20-21 Danville, VA
9/27-28 Buchanan, MI
10/4-5 London, KY
10/11-12 Casey, IL
10/18-19 Blountville, TN
11/1-2 Society Hills, SC

AMA/NATC National Championship Trials Series
8/23 Canon City, CO
8/24 Taos Ski Valley, NM

AMA National Championship Hillclimb Series
6/8 Steel City, PA, Rnd 3
6/15 Avoca, NY, Rnd 4
7/20 Marquette, MI, Rnd 5
8/3 Jefferson, PA, Rnd 6
8/10 Haydenville, OH, Rnd 7
8/17 Dansville, NY, Rnd 8
9/14 Steel City, PA, Rnd 9
9/21 Middlebury, IN, Rnd 10
9/28 Jefferson, PA, Rnd 11
10/12 Oregonia, OH, Rnd 12

AMA/District 34/MSC C'ship Motocross Series
6/8 Modena, NY
6/15 Monticello, NY
6/22 Walden, NY
6/29 Modena, NY
7/6 Monticello, NY
7/13 Modena, NY
7/27 Walden, NY
8/3 Claverack, NY
8/10 Monticello, NY
8/17 Walden, NY
8/31 Modena, NY
9/7 Modena, NY
9/14 Claverack, NY
9/21 Modena, NY
9/28 Walden, NY
10/5 Modena, NY
10/12 Modena, NY
10/19 Walden, NY
10/26 Modena, NY
11/2 Modena, NY
11/9 Walden, NY
Info 518/828-6149

AMA Pacific Northwest Motocross Championship
7/5 Washougal, WA, Rnd 1
7/6 Mount View, WA, Rnd 2
7/20 Clarks Branch, WA, Rnd 3
7/27 Ward Creek, WA, Rnd 4
8/3 Washougal, WA, Rnd 5
Info 541/673-1671

AMA/Grand Championship Pro-Am Series
7/6 Reidsville, NC
7/13 Dillwyn, VA
7/20 Reidsville, NC
7/26 Danville, VA
7/27 Danville, VA
8/10 East Bend, NC
8/24 Danville, VA
9/20 Danville, VA
Info 804/724-4392

AMA/U.S. Eastern Pro-Am Motocross Fall Series
9/7 Dillwyn, VA
9/14 Elizabeth City, NC
9/20 Danville, VA
10/5 Dillwyn, VA
10/12 Elizabeth City, NC
10/19 Danville, VA
11/2 Dillwyn, VA
11/16 Danville, VA
Info 804/724-4392

AMA/Best of Georgia C'ship Motocross Series
9/7 Macon, GA
9/21 Breman, GA
9/28 Roberta, GA
10/5 Dalton, GA
10/12 Macon, GA
Info 912/788-0413

AMA/Prostar Drag Racing Series
6/21-22 Petersburg, VA, Rnd 3
8/15-17 Indianapolis, IN Rnd 4
9/5-7 Atco, NJ, Rnd 5
10/4-5 Columbus, OH, 6
11/13-16 Gainesville, FL, Rnd 7

IDBA Motorcycle Nationals
6/14-15 Norwalk, OH, Rnd 2
7/19-20 Columbus, OH, Rnd 3
8/9-10 Morocco, IN, Rnd 4
9/27-28 Greensboro, NC, Rnd 5
10/18-19 Memphis, TN, Rnd 6

AMA North Eastern Cross Country Series
6/8 Lowville, NY
7/6 Moravia, NY
7/13 S. Edmonsten, NY
8/3 Lowville, NY
9/7 Millfield, OH
9/21 TBA
10/12 S. Edmonsten, NY
11/2 Palmyra, NY
Info 800/335-3833

AMA Virginia Flat Track State Championship Series
6/14 Danville, VA
7/26 Danville, VA
8/23 Danville, VA
10/19 Danville, VA
11/16 Danville, VA
Info 804/836-0710 or 804/724-4392

AMA Hot Shoe C'ship Series
6/7 Dayton, OH
6/8 Peoria, IL
6/15 Indianapolis, IN
6/20 W. Plains, MO
6/22 Decatur, IL
6/27 Orrville, OH
7/4 Frederick, MD
7/26 Spokane, WA
8/2 Peoria, IL
8/22 Greenville, OH
8/30 Springfield, IL
9/5 Castle Rock, WA
9/6 Castle Rock, WA
Info 614/891-2425

AMA/District 36 Enduro Series
6/8 Long Barn, CA
8/19 Stonyford, CA
8/26 Elkins Flat, CA
9/28 Hollister, CA
10/19 Stonyford, CA
10/26 Elkins Flat, CA
11/1 Upper Lake, CA
11/9 Stonyford, CA
11/16 Ballinger Canyon, CA
11/23 Stonyford, CA
11/29 Foresthill, CA
Info 408/281-3805

AMA/District 36 Family Enduro Series
9/28 Hollister, CA
11/23 Stonyford, CA
11/29 Foresthill, CA
Info 408/281-3805

AMA Missouri Hare Scrambles C'ship
6/8 Collins, MO
6/22 Steeleville, MO
6/29 Park Hills, MO
7/13 Tebbetts, MO
7/27 Kahoka, MO
8/3 Lebanon, MO
8/17 Knob Noster, MO
9/7 Smithville, MO
9/14 Festus, MO
10/5 Park Hills, MO
Info 417/537-8406

AMA Amateur/Youth National Dirt Track Championship
7/8 Indianapolis, IN
7/9 Indianapolis, IN
7/11 Indianapolis, IN
7/12 Indianapolis, IN
Info 219/486-7172

AMA/District 36 Amateur/Youth Dirt Track C'ship Series
6/7 Newman, CA, Rnd 15
6/14 Lodi, CA, Rnd 16,17
6/21 Lodi, CA, Rnd 18,19
6/28 Lodi, CA, Rnd 20,21
7/5 Lodi, CA, Rnd 22,23
7/12 Lodi, CA, Rnd 24,25
7/19 Lodi, CA, Rnd 26,27
7/26 Lodi, CA, Rnd 28,29
8/2 Newman, CA, Rnd 30
8/9 Newman, CA, Rnd 31
8/16 Lodi, CA, Rnd 32,33
8/23 Lodi, CA, Rnd 34,35
9/13 Lodi, CA, Rnd 36,37
9/20 Lodi, CA, Rnd 38,39
10/4 Lodi, CA, Rnd 40,41
10/11 Lodi, CA, Rnd 42,43
10/18 Lodi, CA, Rnd 44
10/19 Lodi, CA, Rnd 45
Info Lodi 209/368-7182
Newman 209/463-6224

AMA/District 36 Vintage Dirt Track Championship Series
6/7 Newman, CA, Rnd 15
6/14 Lodi, CA, Rnd 16,17
6/21 Lodi, CA, Rnd 18,19
6/28 Lodi, CA, Rnd 20,21
7/5 Lodi, CA, Rnd 22,23
7/12 Lodi, CA, Rnd 24,25
7/19 Lodi, CA, Rnd 26,27
8/2 Newman, CA, Rnd 30
8/9 Newman, CA, Rnd 31
8/16 Lodi, CA, Rnd 32,33
8/23 Lodi, CA, Rnd 34,35
9/13 Lodi, CA, Rnd 36,37
9/20 Lodi, CA, Rnd 38,39
10/4 Lodi, CA, Rnd 40,41
10/11 Lodi, CA, Rnd 42,43
10/18 Lodi, CA, Rnd 44
10/19 Lodi, CA, Rnd 45
Info Lodi 209/368-7182
Newman 209/463-6224

AMA National Dual Sport Trail Ride Series
6/7-8 St. Charles, MO
6/7-8 Lake Isabella, CA
6/21-22 Loudon, NH
6/21-22 Renfro Valley, KY
7/6-11 Redding, CA
7/12-13 Brightwood, OR
7/19-20 Davis, WV to VA
7/27-8/1 Newberry, MI
8/23-24 Columbus, IN
9/6-7 Golden Pond, KY
9/10-13 Steamboat Springs, CO
9/13-14 Elizabeth, WV
9/27-28 Phoenix, AZ
10/4-5 St. George, UT
10/4-5 Mount Solon, VA
10/11-12 Angels Camp, CA
10/18-19 McArthur, OH
11/28-29 Los Angeles, CA

AMA/District 36 Cross Country Series
9/21 Yerington, NV, Rnd 14
10/5 TBA, Rnd 15
11/2 Prairie City, CA, Rnd 16
11/16 Wilseyville, CA, Rnd 17
11/29 TBA, Rnd 18
Info 408/294-3438

AMA/District 37 Dual Sport Ride Series
6/7-8 Kernville, CA*
6/22 Montrose, CA
7/6-11 Redding, CA*
7/12-13 Sequoia NF, CA
7/26-27 Mammoth Lakes, CA
8/9-10 Big Bear Lake, CA
8/23-24 Bass Lake, CA
9/14 Kernville, CA
9/20-21 Bishop, CA
9/28 Big Bear Lake, CA
10/4-5 Bishop, CA
10/12 Victorville, CA
10/19-25 Ridgecrest, CA
11/1-2 Death Valley, CA
11/8-9 Primm, NV
11/16 Riverside, CA
11/28-29 Azusa, CA (LA-B to V)
12/28 Mojave, CA
*National Trail Ride Series Event
Info 818/249-2141 (3,1)

AMA/District 37 Big 6 Grand Prix Series
10/4-5 San Bernardino, CA, Rnd 5
11/1-2 Gorman, CA, Rnd 6
Info 909/678-0419

AMA U.S. Mega Series
6/8 Blountville, TN
7/6 London, KY
7/12-13 Blountville, TN
7/20 Wytheville, VA
9/7 Blountville, TN
9/21 Forest City, NC
9/28 Blountville, TN
10/4-5 London, KY
10/18-19 Blountville, TN
Info 423/323-5497

AMA Tecnosel Carolina Ultra Series
8/31 Lincolnton, NC
9/14 Chesterfield, SC
10/12 Columbus, NC
11/1-2 Society Hill, SC
Info 423/323-5497

AMA/UMTA Trials Series
6/7-8 Thielman, MN
7/5-6 Duluth, MN
7/19-20 Hixton, WI
8/2-3 Thielman, MN
8/16-17 Duluth, MN
9/14 Faribault, MN
9/28 Faribault, MN
10/12 Thielman, MN
10/19 Faribault, MN
Info 612/481-0924 or 507/451-1321

AMA/District 10 Hare Scrambles Series
6/29 Clay City, KY
8/3 Owenton, KY
8/31 Clay City, KY
9/14 Bedford, KY
10/19 Madisonville, KY
Info 606/472-3442 or 502/821-7421

AMA Mid-South Summer Hare Scrambles Series
6/8 Van Leer, TN
7/13 Saddleback East, KY
7/27 Lawrenceburg, TN
8/31 Clay City, KY
9/14 Hohenwald, TN
9/28 Box Hollow, TN
Info 615/859-0873

AMA/U.S. Women's Motocross League Championship Series
7/19-20 Unadilla, NY
8/16-17 Washougal, WA
Info 714/837-3374 or 410/760-9528

Evolution of Motocross Series
Western Region
7/5 Grand Junction, CO
7/20 Boise, ID
8/16 Washougal, WA
Eastern Region
TBA Muddy Creek, TN
6/7 Delmont, PA
7/5 Binghamton, NY
8/31 Raceway Park, NJ
9/27 Hurricane Hills, PA
10/19 Red Bud, MI
Info 209/252-9053

AHRMA/Progressive Suspension Historic Cup Roadrace Series
6/14-15 Grattan, MI, Rnd 9-10
7/12-13 Lexington, OH, Rnd 11-12
8/23-24 Sonoma, CA, Rnd 13-14
9/13 Steamboat Springs, CO, Rnd 15
10/4-5 Talladega, AL, Rnd 16-17
11/15-16 Faulkville, GA, Rnd 18-19
Info 715/842-9699

North American Sport Bike Series
6/20-22 Braselton, GA, Rnd 3
7/18-20 Portland, OR, Rnd 4
8/1-3 Elkhart Lake, WI, Rnd 5
8/29-31 Long Pond, PA, Rnd 6
10/3-5 Loudon, NH, Rnd 7
10/30-11/2 Daytona Beach, FL, Rnd 8

NASB/Formula USA Series
6/20-22 Braselton, GA, Rnd 3
7/18-20 Portland, OR, Rnd 4
8/1-3 Elkhart Lake, WI, Rnd 5
8/29-31 Long Pond, PA, Rnd 6
10/3-5 Loudon, NH, Rnd 7
10/30-11/2 Daytona Beach, FL, Rnd 8

CCS/Championship Cup Road Racing Series
California Region
8/2-3 Buttonwillow, CA
9/6-7 Buttonwillow, CA
10/4-5 Buttonwillow, CA
12/6-7 Las Vegas, NV*
12/20-21 Phoenix, AZ
Florida Region
6/22 West Palm Beach, FL
7/27 West Palm Beach, FL
8/24 West Palm Beach, FL
9/6-7 Homestead, FL
9/13-14 Braselton, GA*
9/28 West Palm Beach, FL
12/6-7 Homestead, FL*
Great Lakes Region
6/21-22 South Beloit, IL
7/5-6 Elkhart Lake, WI
8/1-3 Elkhart Lake, WI*
8/23-24 Brainerd, MN
9/6-7 Grattan, MI
9/20-21 South Beloit, IL*
Great Plains Region
7/5-6 Elkhart Lake, WI
8/1-3 Elkhart Lake, WI*
8/16-17 Topeka, KS
8/23-24 Brainerd, MN
9/20-21 South Beloit, IL*
Northeast Region
6/7-8 Loudon, NH
7/5-6 Bridgehampton, NY
7/19-20 Loudon, NH
8/2-3 Bridgehampton, NY
8/23-24 Loudon, NH
8/30-31 Bridgehampton, NY
9/6-7 Loudon, NH
10/3-5 Loudon, NH
Mid-Atlantic Region
6/14-15 Summit Point, WV
6/20-22 Braselton, GA*
7/19-20 Summit Point, WV
8/16-17 Braselton, GA
8/28-31 Long Pond, PA*
9/13-14 Braselton, GA
10/4-5 Summit Point, WV*
Midwest Region
6/21-22 South Beloit, IL
7/5-6 Elkhart Lake, WI
7/19-20 South Beloit, IL
8/1-3 Elkhart Lake, WI*
8/16-17 South Beloit, IL
8/23-24 Brainerd, MN
9/6-7 Grattan, MI
9/20-21 South Beloit, IL*
Southeast Region
6/20-22 Braselton, GA*
7/19-20 Bloomingdale, GA
8/16-17 Braselton, GA
8/30-31 Bloomingdale, GA
9/13-14 Braselton, GA*
Southwest Region
8/2-3 Buttonwillow, CA
9/20-21 Las Vegas, NV
10/4-5 Buttonwillow, CA
12/6-7 Las Vegas, NV
12/20-21 Phoenix, AZ*
*Double Points Event
Info 704/684-4297

Northern California Mini Road Racing Championship Series
6/7-8 Sacramento, CA*
7/12-13 Sacramento, CA
8/2-3 Sacramento, CA
9/13-14 Sacramento, CA*
10/4-5 Sacramento, CA
*Indicates Spring and Endurance Race Event
Info 916/722-5517

CRA Road Race C'ship Series
6/14-15 Brainerd, MN
8/2-3 Brainerd, MN
9/13-14 Brainerd, MN
Info 612/332-4070

Hitching Post
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Sat., June 14 (50th Anniversary - Free Entry) Little Okie
Sat., June 21 (50th Anniversary - Free Entry) Little Okie
Sat., June 28 (Free Entry w/donation to Valley Childrens Hospital) Little Okie

SRA GP California Schedule
Members Non Members
Sunday, June 15
Glen Helen, CA
Info (714) 957-2985

AMA CA. STATE MX C'SHIP
October 18-19, Glen Helen Raceway
Last Chance Qualifier
Sept. 21, Glen Helen Raceway
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AMA Pro-Am 1 GLEN HELEN
STATE CHAMPION
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Grand National Cross Country Series

June 14-15 Starvation Point Elizabeth, WV
I-77 to Mineral Wells Exit, Rt. 14 to Elizabeth
September 6-7 Burr Oaks Millfield, OH
Rt 13 E. of Athens to Millfield

New Time Schedule for Sunday
9:00 AM - Youth & Women
10:00 AM - C & Super Senior
12 Noon - Main Event

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Sunday - Bikes

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SATURDAY NIGHT RACING
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Race classes for all levels.

Saturday, June 7th	Contingency Series #4
Saturday, June 14th	Contingency Series #5
Saturday, June 21st	Contingency Series #6
Saturday, June 28th	Contingency Series #7

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Sat., June 7 Fan Appreciation Night! Razzo Returns! (Speedway/Sidecars)
Sat., June 14 American Speedway Final
Sat., June 21 Speedway/Sidecars
Sat., June 28 Speedway/Sidecars

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CRC 1997 California Race Schedule
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Saturday, June 7	Sat. Night Special MX	L.A.C.R.
Saturday, June 14	Sat. Night Special MX	L.A.C.R.
Saturday, June 21	Sat. Night Special MX	L.A.C.R.
Saturday, June 28	Sat. Night Special MX	L.A.C.R.
Saturday, July 5	Sat. Night Special MX	L.A.C.R.

Wednesday Night Practice - 4 p.m. to 9 p.m.
Friday Night Practice - Starting June 6 - 4 p.m. to 9 p.m.
CRC Info (805) 272-8889

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Wed., June 4	Wednesday Practice (3 pm Dusk)	Perris
Fri., June 6	Friday Night Practice (5pm-10pm)	Perris
Sat., June 7	GFI Night MX Series Warm-Up	Perris
Sun., June 8	O.T.H.G. MX	Perris
Wed., June 11	Wednesday Practice (3 pm - Dusk)	Perris

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone; we must have a** complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

AHRMA BMW Classic Cup Series
7/12-13 Lexington, OH, Rnd 3
9/13 Steamboat Springs, CO, Rnd 4
Info 715/842-9699

AHRMA SOS/BOT/Sound of Thunder Series
6/14-15 Grattan, MI, Rnd 9-10
7/12-13 Lexington, OH, Rnd 11-12
8/23-24 Sonoma, CA, Rnd 13-14
9/13-14 Steamboat Springs, CO, Rnd 15
10/4-5 Talladega, AL, Rnd 16-17
11/15-16 Faulkville, GA, Rnd 18-19
Info 715/842-9699

AHRMA/Speed & Sport Vintage MX Series
6/7 New Berlin, NY, Rnd 9
6/14 Grattan, MI, Rnd 10
6/22 Eugene, OR, Rnd 11
6/28 Peoria, IL, Rnd 12
7/5-6 Carlsbad, CA, Rnd 13-14
7/12 Lexington, OH, Rnd 15
7/26 Southwick, MA, Rnd 16
8/9 Mammoth Mountain, CA, Rnd 17
8/16 Linnville, OH, Rnd 18
9/12 Steamboat Springs, CO, Rnd 19
10/19 Hollister, CA, Rnd 20
Info 715/842-9699

AHRMA Mid-West Regional Motocross Series
8/30 Bedford, KY
9/27 Lamoni, IA
10/4 Denmark, WI
10/18 Casey, IL
Info 414/684-4331

AHRMA Western Regional Motocross Series
6/22 Eugene, OR
8/10 Mammoth Mountain, CA
9/28 Fernley, NV
10/5 TBA
11/2 Tulare, CA
Info 408/663-4014

AHRMA/Texas Vintage Iron Spring Series
6/15 Houston, TX
Info 281/497-3366

AHRMA Nor Cal MX Series
7/20 Carson City, NV
8/31 Monterey, CA
9/28 Fernley, NV
10/19 Hollister, CA
Info 702/265-4904

AHRMA So Cal MX Series
6/28 Perris, CA
8/10 Mammoth Mountain, CA
10/5 TBA
Info 909/929-6772

AHRMA/Speed & Sport Vintage Trials Series
6/15 Grattan, MI, Rnd 8
6/29 Peoria, IL, Rnd 9
7/4 Carlsbad, CA, Rnd 10
7/13 Lexington, OH, Rnd 11
8/24 Sonoma, CA, Rnd 12
9/11 Steamboat Springs, CO, Rnd 13
10/11 White City, IL, Rnd 14
10/18 Hollister, CA, Rnd 15
Info 715/842-9699

AHRMA/BMW Classic Cup Roadrace Series
7/12-13 Lexington, OH, Rnd 3
9/13 Steamboat Springs, CO, Rnd 4
Info 715/842-9699

AHRMA Western Regional Trials Series
7/4 Carlsbad, CA
8/16 Norden, CA
8/23 Sonoma, CA
9/27 La Porte, CA
10/18 Hollister, CA
10/25 Patterson, CA
11/22 Auburn, CA
Info 916/967-0262

AHRMA Western Regional Dirt Track Series
8/3 Hollister, CA
10/4 Tulare, CA
10/5 Tulare, CA
10/11 Del Mar, CA
Info 818/992-5343

AHRMA/Classic Bike Magazine Dirt Track Series
6/7 Budds Creek, MD, Rnd 5
6/8 Cumberland, MD, Rnd 6
6/29 Peoria, IL, Rnd 7
7/6 Lake Odessa, MI, Rnd 8
7/11 Ashland, OH, Rnd 9
7/26 Weedsport, NY, Rnd10
8/3 Wilmington, DE, Rnd 11
8/16 Linnville, OH, Rnd 12
9/10 Hayden, CO, Rnd 13
9/21 Lebanon Valley, NY, Rnd 14
9/27 Lawrenceville, GA, Rnd 15
9/28 Lavonia, GA, Rnd 16
10/6 Tulare, CA, Rnd 17
10/10 San Diego, CA, Rnd 18
Info 715/842-9699

AHRMA Dixie Cup Road Race Series
10/4-5 Talledega, AL, Rnd 3
11/15-16 Faulkville, GA, Rnd 4
Info 715/842-9699

AHRMA Masters of the Midwest Road Race Trophy
6/14-15 Grattan, MI, Rnd 2
7/12-13 Lexington, OH, Rnd 3
Info 715/842-9699

AHRMA Pacific Crown Road Race Series
8/23-24 Sonoma, CA, Rnd 2
Info 715/842-9699

AHRMA Vintage Motorcycle Days Road Race C'ships
7/12-13 Lexington, OH, Rnd 1
8/23-24 Sonoma, CA, Rnd 2
Info 715/842-9699

MARS Motorcycle Asphalt Racing Series
9/20 Asheville, NC
9/26 Tracy, CA
10/24 Kenly, NC
10/25 Summerville, NC
Info 770/934-3112

New York State Challenge Series
7/20 Batavia, NY, Rnd 1
7/27 Hunt, NY, Rnd 2
8/3 Palmyra, NY, Rnd 3
8/10 Silver Springs, NY, Rnd 4
8/17 Frozen Ocean, NY, Rnd 5
Info WNYSC 716/786-0236

La Playa Grand Prix MX Series
8/10 Rosarito, BC/Mexico, Rnd 3
10/5 Rosarito, BC/Mexico, Rnd 4
12/7 Rosarito, BC/Mexico, Rnd 5
Info 011/52-661-22525

ECEA C'ship Enduro Series
6/22 West Greenwich, RI
7/20 Blain, PA
7/27 Rawlings, MD
8/3 Middlebury Center, PA
8/17 Speedsville, NY
8/24 Mauricetown, NJ
9/7 Shippensburg, PA
9/14 Brandonville, PA
9/21 New Lisbon, NJ
9/28 Webb Mills, NY
10/5 New Gretna, NJ
10/26 Delaware City, DE
Info 717/865-0601

ECEA Championship Hare Scrambles Series
6/8 Woodland Twp., NJ
7/6 Stanhope, NJ
8/10 Hobbie, PA
10/19 Budds Creek, MD
11/2 Warren Grove, NJ
11/9 Nauricetown, NJ
11/23 Greenbank, NJ
Info 717/865-0601

ECEA Dual Sport Series
6/15 Brandonville, PA
7/6 Belleplain, NJ
10/12 Indian Mills, NJ
10/19 New Philadelphia, PA
11/16 Greenbank, NJ
Info 717/865-0601

WERA National Endurance Series
6/14 East St. Louis, IL, Rnd 4
6/28 Clermont, IN, Rnd 5
7/5 Grattan, MI, Rnd 6
8/2 Summit Point, WV, Rnd 7
9/6 Millington, TN, Rnd 8
9/20 College Station, TX, Rnd 9
10/10 Braselton, GA, Rnd 10

WERA National Challenge Series
6/13-15 East St. Louis, IL, Rnd 4
6/26-29 Clermont, IN, Rnd 5
7/4-6 Grattan, MI, Rnd 6
8/1-3 Summit Point, WV, Rnd 7
9/5-7 Millington, TN, Rnd 8
9/19-21 College Station, TX, Rnd 9
10/8-12 Braselton, GA, Rnd 10
Info 770/924-8404

WERA Grand National Finals
10/9-13 Braselton, GA

WERA Vintage Series
6/7 Faulkville, GA, Rnd 13
6/7 Grattan, MI, Rnd 14
6/8 Henderson, TX, Rnd 15
7/6 College Station, TX, Rnd 16
7/19 South Haven, MI, Rnd 17
7/26 Garrettsville, OH, Rnd 18
7/26 Braselton, GA, Rnd 19
8/3 Henderson, TX, Rnd 20
8/9 Mount Meridian, IN, Rnd 21
8/23 Talladega, AL, Rnd 22
8/30 Garrettsville, OH, Rnd 23
8/31 Hallett, OK, Rnd 24
9/6 Summit Point, WV, Rnd 25
9/20 Faulkville, GA, Rnd 26

WERA Sportsman Series
North Central
6/7-8 Grattan, MI
6/21-22 Mount Meridian, IN
6/26-29 Clemont, IN
7/19-20 South Haven, MI
8/9-10 Mount Meridian, IN
8/16-17 Fairmont, IL
9/27-28 Mount Meridian, IN
Northeast
6/7-8 Grattan, MI
6/26-29 Clermont, IN
7/19-20 South Haven, MI
7/26-27 Garrettsville, OH
8/30-31 Garrettsville, OH
9/6-7 Summit Point, WV
Mid-Central
6/14-15 Talladega, AL
6/26-29 Clermont, IN
7/26-27 Braselton, GA
8/16-17 Fairmont, IL
8/30-31 Hallett, OK
9/5-7 Millington, TN
9/27-28 Mount Meridian, IN
South Central
6/7-8 Henderson, TX
6/26-29 Clermont, IN
7/5-6 College Station, TX
8/2-3 Henderson, TX
8/30-31 Hallett, OK
9/20-21 College Station, TX
Southeast
6/7-8 Faulkville, GA
6/14-15 Talladega, AL
6/26-29 Clermont, IN
7/26-27 Braselton, GA
8/9-10 Faulkville, GA
8/23-24 Talladega, AL
9/20-21 Faulkville, GA
Info 770/924-8404

VDTRA Regional C'ship Dirt Track Series
6/6 Monett, MO
6/7 Wichita, KS
6/8 Wichita, KS
6/27 Casper, WY
6/28 Casper, WY
7/5 Rockport, IN
7/12 Sturgis, SD
7/13 Sturgis, SD
8/4 Sturgis, SD
8/11 Stockton, KS
8/12 Stockton, KS
316/663-9877 or 307/473-2700 or 618/724-2613

CMA Eastern Region Dirt Track Series
6/7 Leamingtion, Ont.
6/14 Welland, Ont.
6/21 Welland, Ont.
6/27 Barrie, Ont.
6/28 Welland, Ont.
6/29 Shannonville, Ont.
7/5 Welland, Ont.
7/12 Welland, Ont.
7/19 Welland, Ont.
8/2 Welland, Ont.
8/9 Shannonville, Ont.
8/10 Three Rivers, Que.
8/29 Quebec City, Que.
Info 905/522-5705

Vintage Classics X National Championship Dirt Track
6/14 Indianapolis, IN
7/18 Oklahoma City, OK
7/20 Oklahoma City, OK
7/25 Grand Island, NE
7/26 Norton, KS
8/7 Rapid City, SD
8/9 Sturgis, SD
10/10 Del Mar, CA
10/11 Del Mar, CA
Info 918/836-6999

AMRA Harley-Davidson Nat'l Point Drag Race Series
6/7-8 Morocco, IN
8/23-24 Ennis, TX
10/4-5 Bowling Green, KY

AMRA Region One Harley-Davidson Drag Race Series
7/19-20 Wentzville, MO
8/2-3 Marion, SD
9/13-14 Cordova, IL

AMRA Region Two Point Harley-Davidson Drag Race Series
6/21-22 Clarksville, TN

VMA State Championship Vintage MX Series
9/21 Folsom, CA, Rnd 3
10/5 Madera, CA, Rnd 4
11/16 Hanford, CA, Rnd 5
Info 209/661-0706

Delaware Short Track Championship Series
6/6 Seaford, DE, Rnd 10
6/13 Seaford, DE, Rnd 11
6/20 Seaford, DE, Rnd 12
6/27 Seaford, DE, Rnd 13
7/4 Seaford, DE, Rnd 14
7/11 Seaford, DE, Rnd 15
7/25 Seaford, DE, Rnd 16
8/1 Seaford, DE, Rnd 17
8/8 Seaford, DE, Rnd 18
8/15 Seaford, DE, Rnd 19
8/22 Seaford, DE, Rnd 20
8/29 Seaford, DE, Rnd 21
9/5 Seaford, DE, Rnd 22
9/12 Seaford, DE, Rnd 23
9/19 Seaford, DE, Rnd 24
9/26 Seaford, DE, Rnd 25
10/3 Seaford, DE, Rnd 26
10/10 Seaford, DE, Rnd 27
10/17 Seaford, DE, Rnd 28
10/24 Seaford, DE, Rnd 29
10/31 Seaford, DE, Rnd 30
Info 302/335-3215

GFTL/Georgia Flat Track League
7/4 Lawrenceville, GA
7/5 Lawrenceville, GA
8/1 Athens, GA
8/23 Athens, GA
9/27 Lawrenceville, GA
10/26 Carnesville, GA
Info 770/962-7888

Central California Rough Scrambles C'ship Series
9/14 Madera, CA, Rnd 7
9/28 Madera, CA, Rnd 8
10/12 Madera, CA, Rnd 9
10/26 Madera, CA, Rnd 10
11/9 Madera, CA, Rnd 11
11/23 Madera, CA, Rnd 12
Info 209/661-0706

The New England Hillclimbers Series
6/11 Gilford, NH
7/13 Enfield, NH
7/26-27 Mankato, MN
8/3 Caroga Lake, NY
8/10 Enfield, NH
8/17 Monson, MA
8/31 Canaan, NH
9/7 Enfield, NH
9/21 Canaan, NH
9/28 Exeter, RI
10/5 Monson, MA

RMEC/Rocky Mountain Enduro Circuit
6/8 Buena Vista, CO
6/29 Upton, WY
7/20 Rand, CO
Info 307/742-4136

Rocky Mountain MX Series
6/15 Pueblo, CO
6/29 Erie, CO
7/6 Aurora, CO
7/20 Colorado Springs, CO
8/24 Colorado Springs, CO
8/31 Pueblo, CO
9/21 Erie, CO
10/26 Colorado Springs, CO
Info 719/473-6723

Buckeye State Motocross Championship Series
7/6 Millfield, OH
7/13 Nelsonville, OH
7/20 Greenville, OH
7/24 Troy, OH
9/1 McArthur, OH
9/14 Frankfort, OH
9/28 Sugar Grove, OH
Info 614/366-5159

Smoky Mountain Mini Road Race Series
6/8 Elgin, SC
7/6 Elgin, SC
9/14 Elgin, SC
10/12 Elgin, SC*
11/2 Elgin, SC
*Endurance
Info 704/531-2797

Mid-Atlantic Vintage Trials Series
6/21 Williamsport, PA
7/19 Lock Haven, PA
8/9 Toronto, OH
9/21 Middletown, PA
10/5 Toughkenamon, PA
Info 410/775-7209

Southeastern Trials Riders Association C'ship Series
8/9-10 Carrollton, KY
9/6-7 Gadsden, AL
10/4-5 Monroe, GA
10/18-19 Jasper, TN
11/15-16 Cumming, GA
Info 423/942-8688

Arkansas Hare Scrambles Championship Series
6/15 Durham, AR
7/6 Fort Smith, AR
8/10 Salem, AR
8/24 Bee Branch, AR
9/14 Maynard, AR
10/26 Lost Creek Park, AR
11/30 Fort Smith, AR
Info 501/646-7000

Virginia Championship Hare Scrambles Series
6/8 Ivor, VA
9/7 Pulaski, VA
9/21 Middlebrook, VA
10/5 Martinsville, VA
10/19 Newport News, VA
11/2 Surry, VA
Info 757/255-4620

KORR Hare Scrambles Championship Series
10/19 Arkansas City, KS
11/2 Sterling, KS
11/9 Marion, KS
11/16 Arkansas City, KS
12/7 Hillsboro, KS
Info 316/942-6527

Mammoth Motocross
6/26-29 Mammoth Lakes, CA
Info 619/934-0642

Commotion By The Ocean 10 MX
6/7-8 Carlsbad, CA
Info 619/484-1441

Performance Engineering Sunflower State MX Championship Series
6/8 Great Bend, KS
6/15 Inman, KS
7/13 Lyndon, KS
7/26 Concordia, KS
8/31 Great Bend, KS
9/1 Great Bend, KS
9/14 Great Bend, KS
9/28 Inman, KS
10/5 Lyndon, KS
10/19 Inman, KS
Info 913/842-8272

KORR Motocross Championship Series
6/8 Hillsboro, KS
6/22 Marion, KS
7/13 Sterling, KS
7/26 Marion, KS
7/27 Hillsboro, KS
8/17 Sterling, KS
8/24 Hillsboro, KS
9/7 Marion, KS
9/14 Arkansas City, KS
9/21 Sterling, KS
10/12 Hillsboro, KS
10/27 Marion, KS
Info 316/942-6527

Yamaha Sunshine State MX Championship Series
6/8 Reddick, FL
6/15 Dade City, FL
7/6 Ona, FL
7/13 Orlando, FL
7/20 Reddick, FL
7/27 Dade City, FL
8/17 Ona, FL
8/24 Orlando, FL
8/31 Reddick, FL
9/7 Dade City, FL
9/14 Ona, FL
Info 407/333-2356

GFI Night Motocross Series
6/7 Perris, CA
6/14 Perris, CA
6/21 Perris, CA
7/12 Perris, CA
7/19 Perris, CA
7/26 Perris, CA
8/2 Perris, CA
8/9 Perris, CA
8/16 Perris, CA
8/23 Perris, CA
8/30 Perris, CA
Info 909/653-4042

Salem Motorcycle Club Hare Scrambles Series
6/15 Salem, OH*
7/6 Salem, OH
10/12 Salem, OH**
*Buckeye Series
**Corky Wurster Memorial
Info 330/482-2971 or 330/332-9465

AMA Amateur National Motocross Championships
Northeast
6/14-15 Danville, VA
6/28-29 Armaugh, PA
Southeast
6/28-29 Sanford, NC
6/21-22 Ocala, FL
Mideast
6/21-22 Millington, MI
6/14-15 London, KY
North Central
6/28-29 Lake Mills, WI
6/21-22 Lowes, KY
South Central
6/14-15 Tyler, TX
Southwest
6/8 San Bernardino, CA

Amateur/Youth Motocross Final
8/3-9 Hurricane Mills, TN
Info 419/478-5386

NMA Grand National MX C'ship Ponca City Qualifier
Western 1
6/15 Moreno Valley, CA
Info 310/868-8112
Western 2
6/8 Monterey, CA
Info 415/587-8678
Dakotas
6/8 Beulah, ND
Info 701/838-1268
Appalachian
6/8 Delmont, PA
Info 412/836-2407
Midwest
6/8 Coal Valley, IL
6/15 Byron, IL
Info 309/792-5813
Nebraska
6/15 Westmoreland, KS
Info 402/572-7196
Arkansas
6/15 Fort Smith, AR
7/4 Fort Smith, AR
Info 501/484-0752
Southwest Nebraska
6/15 North Platte, NE
Info 308/345-3744
North Central
6/28 North Webster, IN
6/29 North Webster, IN
Info 616/554-8071
Northwest
6/7-8 Albany, OR
Info 208/667-7905
Ohio
6/8 Malvern, OH
6/21 Malvern, OH
Info 330/262-4945
Ozark
6/7 Billings, MO
6/28 Kingsville, MO
Info 417/889-4794 or 881-3587
Rocky Mountain
6/15 Pueblo, CO
6/29 Erie, CO
Info 303/215-0227
Silver State
6/18 Carson City, NV
Wyoming
6/22 Casper, WY
6/29 Riverton, WY
Info 307/682-0506
Eastern Region
6/22 Newburg, PA
Info 703/815-1959
Southeast
6/7 Milton, FL
6/21 Milton, FL
Info 904/944-4794
Texas
6/7 Houston, TX
Info 972/660-6107
Utah
6/8 Salina, UT
6/29 Elko, NV
Info 801/776-3631
Southeast
6/22 Moriarty, NM
Info 505/822-9170
Cimarron
6/15 Oklahoma City, OK
6/29 Welch, OK
Info 405/733-0341
Carolinas
6/8 Blountville, TN
Info 704/483-0772
Finger Lakes
6/8 Newburgh, NY
6/15 Clifford, PA
Info 607/732-5154
Wisconsin Region
6/29 Denmark, WI
Info: 414/434-6680
Dixie Region
6/8 Fernwood, MS
6/22 Saucier, MS
Info: 504/482-7700

NMA Grand National MX Championships
7/29-8/2 Ponca City, OK
Info 310/868-8112

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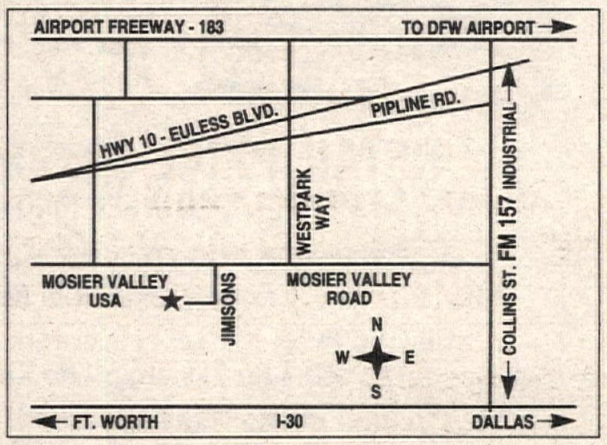
From Ft. Worth, take 121 East until it runs into 183 East. Stay on 183 East until you come to Westpark Way exit. Turn right (south). Westpark Way will take you to Mosier Valley Road; turn right on Mosier Valley Road. Turn left on Jimison's Lane, which leads to front gate of Mosier Valley. From Dallas, take 183 West to Westpark Way exit. Proceed as above instructions.



Gate Fee: $7 Per Person Per Day
Gates Open 4:30pm, Friday, July 4
Sign Up: 6:00 a.m. Saturday & Sunday
Practice: 7:00 a.m. Saturday & Sunday
Race: 8:45 a.m. Saturday & Sunday
Camping: $5 Per Car
Entry Fee: $40 Per Class

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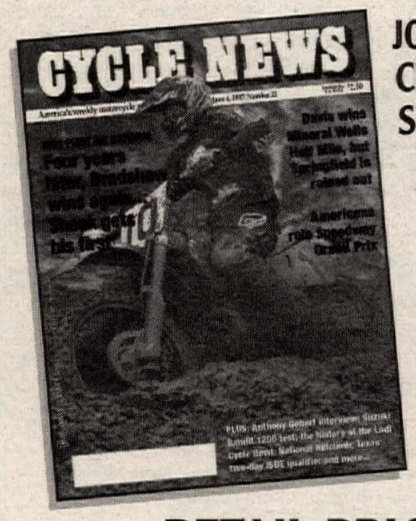

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Racing on the Tube — June Broadcasts

All times shown are Eastern. ESPN2 and SPEEDVISION listed below.

Networks frequently modify program schedules. Consult your local cable listings to confirm broadcast dates and times. Cycle News is not responsible for errors in scheduling.

Jun 1	7:30pm	ESPN2	Motoworld
Jun 1	9:00pm	SpdV	Austrian 500GP
Jun 2	1:00am	SpdV	Austrian 500GP
Jun 3	2:00pm	SpdV	British WSB
Jun 3	10:00pm	SpdV	Italian 250GP
Jun 4	2:00am	SpdV	Italian 250GP
Jun 4	3:00am	ESPN2	Motoworld
Jun 6	7:30pm	ESPN2	Motoworld
Jun 6	8:00pm	ESPN2	Mt.Morris MX
Jun 7	4:00am	ESPN2	Mt. Morris MX
Jun 7	12:30pm	ESPN2	Motoworld
Jun 7	7:30pm	ESPN2	MW2 Rev It Up
Jun 8	2:00pm	SpdV	Italian 250GP
Jun 8	3:00pm	SpdV	Road America SB
Jun 8	9:00pm	SpdV	French 500GP
Jun 8	10:00pm	SpdV	Road America SB
Jun 9	12:00am	ESPN2	MW2 Rev It Up
Jun 9	1:00am	SpdV	French 500GP
Jun 9	2:00am	SpdV	Road America SB
Jun 10	3:30am	ESPN2	Motoworld
Jun 10	1:00pm	SpdV	Arenacross
Jun 10	2:00pm	SpdV	Italian 250GP
Jun 10	9:00pm	SpdV	Road America SB
Jun 10	10:00pm	SpdV	Road America H-D
Jun 11	1:00am	SpdV	Road America SB
Jun 11	2:00am	SpdV	Road America H-D
Jun 14	11:30am	ESPN2	Motoworld
Jun 14	12:30pm	ESPN2	MW2 Rev It Up
Jun 15	3:00am	ESPN2	MW2 Rev It Up
Jun 17	1:00pm	SpdV	Road America SB
Jun 17	2:00pm	SpdV	Road America H-D
Jun 17	2:30pm	SpdV	Road America 250cc
Jun 17	9:00pm	SpdV	Road America 600cc
Jun 17	10:00pm	SpdV	Road America 250cc
Jun 18	1:00am	SpdV	Road America 600cc
Jun 18	2:00am	SpdV	Road America 250cc
Jun 18	4:00am	ESPN2	Motoworld
Jun 20	2:00pm	SpdV	Road America 600cc
Jun 20	10:00pm	SpdV	Austrian 250GP
Jun 20	11:30pm	ESPN2	Motoworld
Jun 21	2:00am	SpdV	Austrian 250GP
Jun 21	11:30am	ESPN2	Motoworld
Jun 22	2:00pm	SpdV	Austrian 250GP
Jun 24	1:30am	ESPN2	Motoworld
Jun 24	1:00pm	SpdV	Road America 600cc
Jun 24	2:00pm	SpdV	Austrian 250GP
Jun 24	10:00pm	SpdV	German WSB
Jun 25	2:00am	SpdV	German WSB
Jun 27	10:00pm	SpdV	French 250GP
Jun 27	11:30pm	ESPN2	Motoworld
Jun 28	2:00am	SpdV	French 250GP
Jun 28	12:30pm	ESPN	Motoworld
Jun 28	3:00pm	ESPN	Budds Creek MX
Jun 29	12:00pm	ESPN2	MW2 Rev It Up
Jun 29	3:00pm	SpdV	French 250GP
Jun 29	9:00pm	SpdV	Dutch 500GP
Jun 30	1:00am	SpdV	Dutch 500GP

If you are unable to get ESPN2 or SPEEDVISION, contact your local cable company and express your Need For Speed !

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone;** we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

WPS Wild West Nationals
6/7-8 Salina, UT
6/28-29 Elko, NV
7/12-13 Pocatello, ID
7/26-27 Rupert, ID
8/9-10 Rock Springs, WY
8/30-9/1 Salt Lake City, UT
Info: 801/972-5074

MRAN Desert Series
7/5-6 Caliente, NV, Rnd 6
8/3 Ely, NV, Rnd 7
8/30-31 Pioche, NV, Rnd 8
10/18-19 Logandale, UT, Rnd 9
11/1-2 Beatty, NV, Rnd 10
Info 702/437-6762

Thor/Parts Unlimited Northeast Classic Motocross Series
6/8 Unadilla, NY, Rnd 3
6/29 Englishtown, NJ, Rnd 4
7/27 Walden, NY, Rnd 5
8/3 New Egypt, NJ, Rnd 6
Info 717/222-9290

GNC Texas Motocross Series
6/8 Highlands, TX
Info 817/295-1760

South Dakota/Iowa MX Series
6/8 Palmyra, NE
6/15 Armstrong, IA
6/21 Truesdale, IA
6/29 Fort Dodge, IA
7/13 Armstrong, IA
7/20 Palmyra, NE
7/26 Truesdale, IA
8/17 Armstrong, IA
8/30 Truesdale, IA
9/14 Yankton, SD
9/21 Sioux Falls, SD
Info 605/665-3512

Kentucky/Tennessee Motocross Series
6/7 Clarksville, TN, Rnd 9
6/11 Smithland, KY, Rnd 10
6/13 Murray, KY, Rnd 11
7/5 Draffenville, KY, Rnd 12
7/12 Draffenville, KY, Rnd 13
7/19 Atwood, TN, Rnd 14
7/26 Draffenville, KY, Rnd 15
8/24 White Plains, KY, Rnd 16
8/30 Atwood, TN, Rnd 17
9/6 Dyersburg, TN, Rnd 18
9/13 Clarksville, TN, Rnd 19
9/21 Milan, TN, Rnd 20
9/27 Paris, TN, Rnd 21
10/5 Milan, TN, Rnd 22
10/18 Paris, TN, Rnd 23
10/25 Paris, TN, Rnd 24
11/2 Milan, TN, Rnd 25
Info 901/642-0511

Cornhusker Motocross Series
6/15 North Platte, NE
6/22 Stockton, KS
6/29 TBA
7/6 Douglas, NE
7/13 Stockton, KS
7/27 McCook, NE
8/10 North Platte, NE
8/17 Stockton, KS
8/24 TBA
9/7 North Platte, NE
9/14 Stockton, KS
9/21 Alma, NE
9/28 TBA
10/12 Douglas, NE
10/19 North Platte, NE
10/26 McCook, NE
Info 308/928-2503 or 308/345-3744

Branson USA MX Nationals
10/3-5 Branson, MO
Info 909/657-6782

TCCRA/Cross Country Series
6/15 Saint Jo, TX
6/29 Weatherford, TX
8/24 Montague, TX
9/7 Fort Hood, TX
9/21 Joplin, TX
10/5 Jacksboro, TX
10/19 Lake Murray, OK
11/2 Wellington, TX
Info 972/579-9161

Black Jack Enduro Circuit
9/21 Collins, MO
10/5 Stillwater, OK
11/2 Oklahoma City, OK
11/16 Muenster, TX

Southern Enduro Riders Assoc. Hare Scrambles Series
8/24 Tupelo, MS
9/28 Alexandria, LA
11/9 Wiggins, MS
11/23 Warrior, AL
12/7 Selma, AL
1/18 Selma, AL
2/1 Hattiesburg, MS
2/8 Wiggins, MS
Info 504/665-0313

Northwest Motorcycle Association Enduro Series
6/14 Bellingham, WA
7/12 Olympia, WA
8/17 Naches, WA
9/14 Mount Vernon, WA
9/28 Olympia, WA
10/26 Bellingham, WA
Info 206/242-7044

IERA C'ship Enduro Series
8/17 Stratford, IA
9/7 Castana, IA
9/14 Winterset, IA
10/5 Bartlett, IA
11/2 Morrison, IL
Info 515/933-4872

IERA Championship Hare Scrambles Series
6/15 Anamosa, IA
6/22 Castana, IA
6/29 Luther, IA
8/24 Dow City, IA
10/12 Hills, IA
Info 515/933-4872

Mouse Midwest Enduro Series
6/8 Black River Falls, WI
6/15 Leader, MN
7/20 Grand Rapids, MN
7/27 Pearson, WI
8/10 Nickerson, MN
8/17 Stratford, IA
8/24 Rockford, IL
9/14 Winterset, IA
9/21 White City, IL
10/12 Upland, IN
10/26 Springfield Corners, WI
Info 319/582-4864

Northwest Motorcycle Association Off-Road Series
6/15 Bellingham, WA
8/10 Bellingham, WA
9/6 StumpJumper, WA
9/21 Bellingham, WA
10/5 Rimrock Lake, WA
10/12 Shelton, WA
11/30 Kent, WA
Info 206/242-7044

NETRA C'ship Enduro Series
6/8 Somers, CT
6/22 W. Greewich, RI
7/20 Oxford, MA
8/10 Granville, MA
9/7 Lee, MA
9/28 Wrentham, MA
10/5 Adams, MA
10/19 Chester, CT
11/2 Stafford, CT
Info 860/875-5757

NETRA Championship Hare Scrambles Series
6/15 Thomaston, CT
6/29 Union, CT
7/6 Chelsea, VT
7/13 Windsor, MA
7/27 E. Hampton, CT
8/3 Searsport, ME
8/17 Alton, NH
8/24 Union, CT
8/31 Uxbridge, MA
9/14 Hoosick, NY
9/21 W. Greenwich, RI
10/12 Freetown, MA
10/26 Fishouse, NY
11/9 Modena, NY
Info 860/875-5757

NETRA Turkey Run Series
6/21-22 Loudon, NH
6/29 Middle Grove, NY
7/13 Winchendon, MA
7/20 Adams, MA
7/27 Wyman Township, ME
9/7 N. Haverhill, NH
9/14 New Boston, MA
10/12 Winchendon, MA
10/26 Central Village, CT
Info 860/875-5757

NETRA Championship Junior Enduro Series
6/14 Thomaston, CT
6/28 Union, CT
7/12 Granville, MA
7/26 Southhampton, MA
8/23 Union, CT
9/27 Brimfield, MA
10/11 Freetown, MA
10/25 Fishouse, NY
11/1 Winchendon, MA
Info 860/875-5757

SRAC Motocross Series
6/8 Colorado Springs, CO
6/14 Pueblo, CO
6/22 Aurora, CO
6/29 Berthoud, CO
7/6 Grand Junction, CO
7/13 Aurora, CO
7/19 Colorado Springs, CO
7/27 Colorado Springs, CO
8/3 Cheyenne, WY
8/10 Pueblo, CO
8/17 Berthoud, CO
8/23 Grand Junction, CO
9/1 Pueblo, CO
9/6 TBA
9/14 Pueblo, CO
9/21 Berthoud, CO
9/28 Colorado Springs, CO
10/5 Colorado Springs, CO
10/11 TBA
10/12 TBA

CMRRA 50cc/125cc C'ship Road Race Series
6/28-29 Rosamond, CA
7/27 Riverside, CA
8/24 Riverside, CA
9/28 Perris, CA
10/ TBA
11/23 Riverside, CA
12/7 Palomar, CA
Info 909/674-5357

AMA Gulf Coast Arenacross Series
6/13-15 Covington, LA
6/27-29 Gulfport, MS
Info 601/255-8110

GSC/Summer Arenacross Series
7/19 Bishop, CA
8/2 Bishop, CA
8/16 Bishop, CA
8/28 Bishop, CA
Info 619/872-1570

Tennessee State Arenacross Championship Series
8/30 Atwood, TN, Rnd 1
9/6 Dyersburg, TN, Rnd 2
9/20 Paris, TN, Rnd 3
9/27 Paris, TN, Rnd 4
10/18 Paris, TN, Rnd 5
10/25 Paris, TN, Rnd 6
Info 901/642-0511

WMRRA Road Race Series
6/14-15 Bremerton, WA
7/12-13 Seattle, WA
8/16-17 Bremerton, WA
9/7 Seattle, WA
9/27-28 Spokane, WA
Info 206/338-4686

WSMC Road Race Series
6/14-15 Rosamond, CA, Rnd 6
7/19-20 Rosamond, CA, Rnd 7
8/16-17 Rosamond, CA, Rnd 8
9/20-21 Rosamond, CA, Rnd 9
10/18-19 Rosamond, CA, Rnd 10
11/15-16 Rosamond, CA, Rnd 11
12/20-21 Rosamond, CA, Rnd 12
Info 805/256-1234

AFM Road Race Series
6/28-29 Sonoma, CA
8/2-3 Sonoma, CA
9/6-7 Willows, CA
10/12 Buttonwillow, CA
Info 510/796-7005

MRA Road Racing Series
6/15 Denver, CO
6/29 Denver, CO
7/13 Mead, CO
8/10 Pikes Peak, CO
8/24 Pueblo, CO
9/14 Steamboat Springs, CO
9/28 Mead, CO
Info 303/530-5678

Rocky Mountain Dual Sport Series
6/28-29 Turquoise Lake, CO
7/18-20 Leadville, CO
8/7-9 Sturgis, SD
9/8-9 Encampment, WY
9/10-13 Steamboat Springs, CO*
*National Trail Ride Series Event
Info 303/697-8382

Cycle News Appalachian Dual Sport Tour
6/21-22 Renfro Valley, KY
7/19-20 Davis, WV
9/27-28 Elizabeth, WV
Info 304/284-0084

Ride For Kids Charity Ride
6/15 St. Paul, MN
6/21 Asheville, NC
7/13 Oakbrook, IL
7/26 Marysville, OH
8/3 Harriman, NY
8/24 Ann Arbor, MI
9/7 Monroe, WA
9/14 Columbia, MD
9/28 Vallejo, CA

Sprout Patch Motocross Series
6/7 Billings, MO
6/21 Billings, MO
7/12 Billings, MO
7/26 Billings, MO
8/2 Billings, MO

8/9 Billings, MO
8/16 Billings, MO
8/30 Billings, MO
9/13 Billings, MO
9/27 Billings, MO
10/11 Billings, MO
10/25 Billings, MO
Info 417/744-2593

CMC West Coast Arenacross Challenge
9/26-27-28 Fresno, CA
10/3-4-5 San Diego, CA
11/7-8-9 San Francisco, CA
11/14-15-16 Reno, NV
11/21-22-23 Las Vegas, NV
2/27-28-3/1 Sacramento, CA
Info 702/267-4392

JUNE

S	M	T	W	T	F	S
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8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

JULY

S	M	T	W	T	F	S
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6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

Fri, June 6

* CALIFORNIA SPEEDWAY - Fast Fridays, Gold Country Fairgrounds, National Qualifying Series Rnd 3, Auburn. Info: 916/878-7223.

* DELAWARE SHORT TRACK - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

RGIA MOTOCROSS - Thunder Creek MX, High Falls, Jackson. Info: 912/994-6630.

* IDAHO ARENACROSS - Checkered Flag Productions, Eastern Idaho Fairgrounds, Blackfoot. Info: 817/683-4742.

IDAHO SHORT TRACK - Owyhee Motorcycle Club, Boise. Info: 208/384-5512.

INDIANA SPEEDWAY - Western Hills Honda/Yamaha, Motorcycle Speedway, Lawrenceburg. Info: 513/662-7759.

* MICHIGAN MOTOCROSS - MRA/Milan Cycle City, Milan. Info: 313/439-7735.

* MICHIGAN ASPHALT FLAT TRACK - 600cc Pro & Pro-Am, 250-500cc Amateur, AMA/Auto City Speedway, Clio. Info: 810/659-0325.

* OHIO FLAT TRACK - AMA/Pro-Am Half-Mile Flat Track, Championship Racing Enterprises, Springfield. Info: 513/434-7750.

* OHIO MOTOCROSS - AMA/District 11, Honda Hills/Rnd/28, Full Throttle Summer Series, Honda Hills Road, Linnville. Info: 614/323-3766.

WISCONSIN SHORT TRACK - J&P Promotions, 8th annual Pro-Am, Sheboygan County Fairgrounds, Plymouth. Info: 319/462-6011.

* WISCONSIN STADIUM MOTOCROSS - Lake Geneva Raceway, Night Race, Bloomfield Road, Lake Geneva. Info: 815/728-0823.

*WISCONSIN SHORT TRACK - AMA/SST Pro-Am, Sheboygan County Fairgrounds, Plymouth. Info: 414/353-5920.

June 7-8

BRAZIL ENDURO - 2-Day World Championship, CBM/SMP&B, Belo Horizonte. Info: 55/31-261-1210.

CALIFORNIA TRIALS - Southern California Trials Association, Big Bear 2-Day, Little Pine Flats, Big Bear. Info: 310/316-4354.

* CALIFORNIA MOTOCROSS - Racing Enterprises, Commotion By the Ocean 10, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

CALIFORNIA DUAL EURO SCRAMBLES - AMA/District 37, Ruts, Lucerne Valley. Info: 310/376-1329.

CALIFORNIA DUAL SPORT - AMA/District 37, National Trail Ride Series, KTM, Team Dual Dogs, Sequoia Scenic Challenge, Lake Isabella. Info: 818/701-1913.

* UTAH MOTOCROSS - WPS Wild West Nationals, Rnd 3, Red Hills Riders, Ponca City Qualifier, Salina. Info: 801/972-5074.

WASHINGTON VINTAGE FLAT TRACK/SCRAMBLES - Tacoma MC, Thurston County ORV Park, Olympia. Info: 253/537-8692.

WISCONSIN ROAD RACE - J&P Parts Extravaganza & Ride-in Bike Shows, North Paddock Area, Elkhart Lake. Info: 319/462-4668.

Sat, June 7

* ALABAMA MOTOCROSS - Night Race, Iron Man MX Park, Warrior. Info: 205/663-0963.

* CALIFORNIA SPEEDWAY - Fan Appreciation Night/Razzo Returns, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

CALIFORNIA MOTOCROSS - California Racing Club, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - Adelanto Raceway Open MX, Adelanto. Info: 760/381-5761.

* CALIFORNIA SPEEDWAY - Fast Fridays, AMA/District 36, Dixon May Fairgrounds, Dixon. Info: 916/878-7223.

* CALIFORNIA MOTOCROSS - Contingency Series #4, Starwest Supercross Park, Moreno Valley. Info: 909/943-4535 or 909/657-8845.

* CALIFORNIA MOTOCROSS - GFI Racing, GFI at Night MX Series Warm-up, Perris Raceway, Perris. Info: 909/653-4042.

* CALIFORNIA SPEEDWAY - AMA, Santa Maria Fairgrounds, Santa Maria. Info: 805/937-8584.

* FLORIDA MOTOCROSS - Night Race, Pepsi Air Dania Motocross Park, Dania-Fort Lauderdale. Info: 305/321-9422.

FLORIDA MOTOCROSS - Dade City Raceway, Rnd 9.

* FLORIDA SUPERCROSS - West Florida Motocross Park, Night Supercross, Milton. Info: 914/623-6038.

FLORIDA MOTOCROSS - NMA Grand National MX C'Ship/Ponca City Qualifier/Southeast GA/FL Region, Milton. Info: 904/944-4794.

GEORGIA SUPERCROSS - Southern Raceway, Bainbridge. Info: 912/246-5088.

* IDAHO ARENACROSS - Checkered Flag Productions, Eastern Idaho Fairgrounds, Blackfoot. Info: 817/683-4742.

* KENTUCKY TT - Paducah Dirt Riders, County Park Lane, Paducah. Info: 502/444-6438.

* LOUISIANA DIRT TRACK - Swampland Raceway, Grand Prairie. Info: 318/363-3734 or 318/363-3371.

* MICHIGAN MOTOCROSS - Dirt Riders Motorsports, AMA/District 14, Log Road MX, Coldwater. Info: 419/636-5430.

MISSOURI MOTOCROSS - NMA Grand National MX C'Ship/Ponca City Qualifier/Ozark Region, Billings. Info: 417/889-4794 or 417/881-3587.

* MISSOURI MOTOCROSS - Mid America Motocross Productions, Challenge Trax Motocross Park, Kingsville. Info: 816/779-5020.

* NEVADA MOTOCROSS - Night Motocross Series, Rnd 1, Nevada Old Timers, Fernley International Raceway, Fernley. Info: 702/423-8226.

* NEW JERSEY DRAG RACING - Ken Landerman Raceway Park, Top Street Motorcycle Championships, Raceway Park Dragstrip, Englishtown. Info: 908/446-7800.

NEW YORK MOTOCROSS - AMA/Island Motocross of New York Inc., Bridgehampton Race Track, Bridgehampton. Info: 516/924-2399.

* NEW YORK SHORT TRACK - AMA/Square Deal Riders MC, SDR Raceway, Harpursville. Info: 607/775-0770 or 693-2634.

* OHIO MOTOCROSS - MRA/Delta Raceway, Delta. Info: 419/822-3006.

* OHIO FLAT TRACK - Honda Hills, Honda Hills Road, Linnville. Info: 614/323-3766.

* OHIO MOTOCROSS - AMA/American Motosports Inc., Vinton Motocross Park, McArthur. Info: 614/596-2057.

TEXAS MOTOCROSS - NMA Grand National MX C'Ship/Ponca City Qualifier/Texas Region, Houston. Info: 972/660-6107.

* WISCONSIN SHORT TRACK - AMA/Aztalan Cycle Club Inc., at the Clubgrounds, Lake Mills. Info: 414/353-5920.

* WYOMING SHORT TRACK - Pro-Am, Jackpine Gypsies Clubgrounds, Casper. Info: 605/347-3418.

Sun, June 8

ALABAMA MOTOCROSS - Old Air Base Raceway, Tuskegee. Info: 334/724-0722.

* ALABAMA MOTOCROSS - Kilpatrick Motocross, Albertville. Info: 205/561-3495.

* CALIFORNIA MOTOCROSS - Motowest H[illegible] Ent., NMA/CMC, 3rd Annual Monterey [illegible]X Championship, Laguna Seca, Monterey. [illegible]: 415/587-8678.

CANCELED

CALIFORNIA MOTOCROSS - AMP/Yoko For Moto Top Gun Summer Series, Rnd 5, Hollister Hills GP Track, Hollister. Info: 209/656-9682.

* CALIFORNIA MOTOCROSS - AMA/Southwest Amateur/Youth Regionals, Glen Helen, San Bernardino. Info: 909/880-3090.

* CALIFORNIA MOTOCROSS - California Mini Motorcycle Club, Barona Oaks, Ramona. Info: 619/752-8252.

CALIFORNIA ENDURO - Pole Cat Enduro, Merced Dirt Riders, AMA/District 36, Long Barn. Info: 209/634-4810 or 526-3957.

CALIFORNIA VET MOTOCROSS - Over the Hill Gang-Bay Area, Laguna Seca, Monterey. Info: 408/323-1546 or 510/229-2543.

* CALIFORNIA MOTOCROSS - CMC/Motowest/OTHG, NMA Norcal Qualifier 4, Club Moto, Livermore. Info: 415/587-8678.

COLORADO ENDURO - Collegate Peaks Enduro, Buena Vista. Info: 719/395-2295.

FLORIDA MOTOCROSS - ProSports USA, Yamaha Sunshine State MX Championship Series, Special MDA Benefit Race, Motocross of Marion County, Reddick. Info: 407/333-2356.

* GEORGIA MOTOCROSS - CRC Inc., Camden Racing Complex, Woodbine. Info: 912/576-3000.

ILLINOIS MOTOCROSS - Tri City MC Club, AMA/District 88, NMA Qualifier, Quad Cities, Coal Valley. Info: 309/799-3882.

ILLINOIS TRIALS - NITRO, Buffalo Range Riding, Ottawa. Info: 847/888-1345.

* ILLINOIS MOTOCROSS - AMA/District 17, Mid-Season Championship, BNMC, Wapella. Info: 815/288-8905, mail box 16.

INDIANA HARE SCRAMBLES - Stoney Lonesome MC, State Road 46, Columbus. Info: 812/342-4411.

* KANSAS MOTOCROSS - Sunflower State Series, Sports Complex, Great Bend. Info: 913/842-8272 or 316/792-7513.

KENTUCKY HARE SCRAMBLES - AMA/Eagle Creek MC Park, Mason Lane, Owenton. Info: 606/472-3442.

MARYLAND MOTOCROSS - Antietam Motorcycle Club, AMA/District 7, Howell Road, Hagerstown. Info: 301/797-8686 or 301/797-1607.

* MICHIGAN VINTAGE MOTOCROSS - Dirt Riders Motorsports, AMA/District 14, Log Road Motocross, Coldwater. Info: 419/636-5430.

* MISSOURI MOTOCROSS - Spinning Wheels Promotions, Ragged Edge Raceways, Neelyville. Info: 573/686-4441 or 573/686-0481.

* MONTANA MOTOCROSS - HCMA/Electric City Dirt Riders, Electric City Raceway, Great Falls. Info: 406/727-9017.

NEW YORK HARE SCRAMBLES - Wayne County MC, Fairville. Info: 315/597-6293.

* NEW YORK MOTOCROSS - AMA/Northeast Classic MX, Unadilla Valley Sports Center, Rnd 3, New Berlin. Info: 607/965-8784.

NEW YORK MOTOCROSS - AMA/MSC/District 34, Spring Series, Kawasaki Contingency, Diamondback, Kawasaki, Modena. Info: 914/795-5697 or 914/565-3651.

* NEW YORK MOTOCROSS - NMA Grand National Series, Finger Lakes, Newburgh. Info: 607/732-5154.

* NORTH CAROLINA MOTOCROSS - AMA/Side-By-Side Racing, Dunlop Tire, Rolling Hills Cycle Park, Reidsville. Info: 910/342-1037.

NORTH DAKOTA MOTOCROSS - NMA Grand National MX C'Ship/Ponca City Qualifier/Dakotas Region, Beulah. Info: 701/838-1268.

OHIO MOTOCROSS - CRA/NMA, Malvern Motocross Park, Malvern. Info: 330/262-4945.

* OHIO MOTOCROSS - MRA/Sandusky Valley Riders, Tiffin. Info: 419/425-1515.

* OHIO MOTOCROSS - AMA/Ohio State MX Championship, Vinton Motocross Park, McArthur. Info: 614/596-2057.

OHIO HARE SCRAMBLES - CRA, Wagner Racing, Broken Spokes Raceway, New Philadelphia. Info: 330/682-9231.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow Motocross, Fredericksburg. Info: 717/273-1180 or 717/273-9212.

PENNSYLVANIA MOTOCROSS - Bellco Inc., Steel City USA, Delmont. Info: 304/284-0084.

PENNSYLVANIA MOTOCROSS - NMA Grand National MX C'Ship/Ponca City Qualifier/Appalachian Region, Delmont. Info: 412/836-2407.

PENNSYLVANIA HARE SCRAMBLES - Buddy Race, M & G Racing, Beaver Valley Raceway, Hookstown. Info: 412/693-2880.

PENNSYLVANIA MOTOCROSS - M & G Racing, Beaver Valley Raceway, Hookstown. Info: 412/693-2880.

SOUTH CAROLINA MINI ROAD RACING - Smoky Mountain Mini Road Racing Association, Palmetto Supertrack, Elgin. Info: 704/531-2797.

TENNESSEE MOTOCROSS - AMA/Victory Sports Racing, Muddy Creek Raceway, Blountville. Info: 423/323-5497.

TENNESSEE MOTOCROSS - NMA Grand National MX C'Ship/Ponca City Qualifier/Carolinas Region, Blountville. Info: 704/483-0772.

TENNESSEE HARE SCRAMBLES - Mid-South Hare Scrambles, Van Leer. Info: 615/859-0873.

TEXAS MOTOCROSS - 25th annual GNC Texas Series Finals, Highlands MX Park, Highlands. Info: 281/843-6686.

UTAH MOTOCROSS - NMA Grand National MX C'Ship/Ponca City Qualifier/Utah Region, Salina. Info: 801/776-3631.

VIRGINIA HARE SCRAMBLES - VCHSS/Reddy Hole, Ivor. Info: 757/255-4620.

* WISCONSIN MOTOCROSS - AMA/Aztalan Cycle Club Inc., at the Clubgrounds, Lake Mills, Info: 414/297-9367.

Mon, June 9

NEW HAMPSHIRE GRAND PRIX/SIDECARS - U.S. Classic Racing Association, New Hampshire International Speedway, Loudon. Info: 603/435-8188.

June 11-14

NEW HAMPSHIRE AUCTION/SWAPMEET - Frank Gooch Auction Company, Belknap Fairgrounds, Belmont. Info: 603/267-6201.

Wed, June 11

* NEW YORK ARENACROSS - Frozen Ocean Motocross Park Inc., RD 2, Auburn. Info: 315/784-5466 or 784-5517.

Thurs, June 12

* NEW HAMPSHIRE MOTOCROSS - Jolly Rogers Motosport Park, Afternoon Race, Route 10, East Lempster. Info: 603/863-0008.

* NEW HAMPSHIRE SHORT TRACK - Jolly Rogers Motosport Park, Night Race, Route 10, East Lempster. Info: 603/863-0008.

Fri, June 13

* CALIFORNIA SUPERCROSS - K-B Racing Promotions, Night Race, Sacramento Raceway, Sacramento. Info: 916/682-6123.

*CALIFORNIA SPEEDWAY - Fast Fridays, Gold Country Fairgrounds, AMA/District 36, Challenge #2, Auburn. Info: 916/878-7223.

* DELAWARE SHORT TRACK - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

GEORGIA MOTOCROSS - Thunder Creek MX, Baja Juntion Raceway Inc., Jackson. Info: 912/994-6630.

IDAHO SHORT TRACK - Owyhee Motorcycle Club, Boise. Info: 208/384-5512.

INDIANA SPEEDWAY - Western Hills Honda-Yamaha, Pro-Am, Motorcycle Speedway, Lawrenceburg. Info: 513/662-7759.

* KENTUCKY HALF MILE - Paducah Dirt Riders, Mayfield Fairgrounds, Mayfield. Info: 502/444-6438.

* MICHIGAN MOTOCROSS - MRA/Milan Cycle City, Milan. Info: 313/439-7735.

* MISSISSIPPI MOTOCROSS - AMA/Southern Sports Promotions, Jackson County Fairgrounds, Pascagoula. Info: 601/255-8110.

* MONTANA ARENACROSS - Checkered Flag Productions, Western Montana Fairgrounds, Missoula. Info: 817/683-4742.

* NEW HAMPSHIRE HALF MILE - AMA/Professional, Sideways Promotions, Night Race, Rochester Fairgrounds, Rochester. Info: 508/874-1732.

NEW YORK MOTOCROSS - ACE Motocross/AMA District 34 Championship Point Series, Modena. Info: 914/463-2093.

* OHIO MOTOCROSS - Broken Spokes Raceway, Night Race, New Philadelphia. Info: 330/339-9265.

* OHIO MOTOCROSS - AMA, Perry County Fairgrounds, New Lexington. Info: 614/596-2057.

* WISCONSIN STADIUM MOTOCROSS - Lake Geneva Raceway Suzuki Contingency, Night Race, Bloomfield Road, Lake Geneva. Info: 815/728-0823.

June 14-15

BRAZIL ENDURO - 2-Day, World Championship, CBM/SMP&B, Belo Horizonte. Info: 55/31-261-1210.

CALIFORNIA ROAD RACE - Willow Springs Motorcycle Club, Rnd 6, Willow Springs International Raceway, Rosamond. Info: 805/256-1234.

* CALIFORNIA MOTOCROSS - Dirt Diggers, AMA/District 37, Kernville Motocross, Kernville. Info: 909/875-8620.

IDAHO MOTOCROSS - International Old Timers MX Association, Boise. Info: 208/467-3593.

* KENTUCKY MOTOCROSS - AMA/Mideast Youth Regional, Daniel Boone MX, London. Info: 606/877-1364.

* OHIO MOTOCROSS - AMA/District 11, Honda Hills, Honda Hills Road, Linnville. Info: 614/323-3766.

* TEXAS MOTOCROSS - AMA/South Central Amateur/Youth Regionals, Swan MX, Tyler. Info: 903/882-7791.

* VIRGINIA MOTOCROSS - Amateur Championship, AMA/Birch Creek Motosports Inc., Birch Creek Motosports Park, Danville. Info: 804/724-4392 or 836-0710.

Sat, June 14

* ALABAMA MOTOCROSS - Night Race, Iron Man MX Park, Warrior. Info: 205/663-0963.

* CALIFORNIA SPEEDWAY - Dad's Night Out, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

* CALIFORNIA SHORT TRACK/TT - Lodi MC, Morse Road, Lodi. Info: 209/544-1027.

CALIFORNIA MOTOCROSS - California Racing Club, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - Adelanto Raceway Open MX, Adelanto. Info: 760/381-5761.

* CALIFORNIA SPEEDWAY - Fast Fridays, AMA/District 36, Dixon May Fairgrounds, Dixon. Info: 916/878-7223.

* CALIFORNIA MOTOCROSS - Contingency Series #5, Starwest Supercross Park, Moreno Valley. Info: 909/943-4535 or 909/657-8845.

* CALIFORNIA MOTOCROSS - GFI Racing, GFI at Night MX Series Rnd 1, Yamaha Contingency, Perris Raceway, Perris. Info: 909/653-4042.

* CALIFORNIA SPEEDWAY - AMA, Santa Maria Fairgrounds, Santa Maria. Info: 805/937-8584.

FLORIDA MOTOCROSS - Dade City Raceway, Night Motocross.

* GEORGIA MOTOCROSS - AMA/Trans-MX Series, Rnd 5, Suzuki Challenge, Sport Star Inc., Road Atlanta MX, Braselton. Info: 770/493-1792.

GEORGIA SUPERCROSS - Southern Raceway, Bainbridge. Info: 912/246-5088.

* INDIANA MILE - Amateur Semi-Pro, Pro-Am Fast Track Racing Inc., Amateur National Warm-Up, Indiana State Fairgrounds, Indianapolis. Info: 219/486-7172.

IOWA OBSERVED TRIALS - AITRA/All Iowa Trials Riders Association, Anamosa. Info: 515/277-0212.

MARYLAND MOTOCROSS/HARE SCRAMBLES - AMA/District 7&13, Pro National Amateur Day, Budds Creek Motocross Park, Budds Creek. Info: 301/475-2000.

* MISSISSIPPI MOTOCROSS - AMA/Southern Sports Promotions, Jackson County Fairgrounds, Pascagoula. Info: 601/255-8110.

* MISSOURI MOTOCROSS - R J Promotions, Challenge Trax Motocross Park, Kingsville. Info: 816/779-5020.

* MONTANA ARENACROSS - Checkered Flag Productions, Western Montana Fairgrounds, Missoula. Info: 817/683-4742.

* NEVADA MOTOCROSS - Night Motocross Series, Rnd 2, Reno Over the Hill Gang, Fernley International Raceway, Fernley. Info: 702/423-8226.

NEW HAMPSHIRE ROAD RACE/SIDECARS - U.S. Classic Racing Association, New Hampshire International Speedway, Loudon. Info: 603/435-8188.

* NEW HAMPSHIRE SHORT TRACK - Semi-Pro, AMA/Sideways Promotions, Night Race, Canaan USA Speedway, Canaan. Info: 508/874-1732.

* NEW JERSEY DRAG RACING - Ken Landerman Raceway Park, Top Street Motorcycle Championships, Raceway Park Dragstrip, Englishtown. Info: 908/446-7800.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge Supercross Spring & Summer Series, Taylorsville. Info: 704/635-8635 or 758-4342.

* NORTH CAROLINA SUPERCROSS - NAME Rolling Hills Night Series, Rolling Hills Cycle Park, Reidsville. Info: 910/342-4492.

* OHIO MOTOCROSS - MRA/Delta Raceway, Delta. Info: 419/822-3006.

PENNSYLVANIA SHORT TRACK - Trail Way Speedway, AMA, Hanover. Info: 717/359-4310.

* VIRGINIA FLAT TRACK - AMA/Virginia Flat Track State Championship Series, Birch Creek Motorsports Park, Danville. Info: 804/836-0710 or 724-4392.

WASINGTON ENDURO - North Fork Enduro/Northwest Motorcycle Association Enduro Series/Mount Baker MC, North Fork, Bellingham. Info: 360/734-0492.

Sun, June 15

ARKANSAS MOTOCROSS - NMA Grand National MX C'Ship/Ponca City Qualifier/Arkansas Region, Fort Smith. Info: 501/484-0752.

CALIFORNIA GRAND PRIX - SRA Grand Prix, Glen Helen, San Bernardino. Info: 714/957-2985.

* CALIFORNIA MOTOCROSS - Roosters Motorcycle and 4x4 Super Store, Phillipsville. Info: 707/943-3029 or 923-2280.

CALIFORNIA MOTOCROSS - AMA/District 37, Dirt Diggers, Kernville. Info; 310/376-1329.

* CALIFORNIA MOTOCROSS - SSC Racing/Castaic Brick Spring Nationals, Castaic. Info: 805/294-0020.

CALIFORNIA MOTOCROSS - AMP/Yoko For Moto Top Gun Summer Series, Rnd 6, Hollister Hills GP Track, Hollister. Info: 209/656-9682.

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

CALIFORNIA DIRT TRACK - Fresno Mile California State Championship, Fresno Fairgrounds, Fresno. Info: 209/992-2367.

CALIFORNIA MOTOCROSS - NMA Grand National MX C'Ship/Ponca City Qualifier/Western 1 Regional, Starwest Supercross Park, Moreno Valley. Info: 562/868-8112.

* COLORADO MOTOCROSS - AMA/RMXA, Semi Pro with Youth, NMA Qualifier, Pueblo Motosports Inc., PMI Raceway, Pueblo. Info: 719/473-6723 or 303/271-0190.

FLORIDA MOTOCROSS - ProSports USA, Yamaha Sunshine State MX Championship Series, Dade City Raceway, Dade City. Info: 407/333-2356.

ILLINOIS MOTOCROSS - NMA Grand National MX C'Ship/Ponca City Qualifier/Midwest Region, Byron. Info: 309/792-5813.

KANSAS MOTOCROSS - NMA Grand National MX C'Ship/Ponca City Qualifier/Nebraska Region, Westmoreland. Info: 402/572-7196.

* KENTUCKY MOTOCROSS - AMA/Buffalo Creek Raceway, Grayson. Info: 606/836-0888 or 304/486-5244.

MINNESOTA ROAD RIDE - Pediatric Brain Tumor Foundation of the United States, St. Paul. Info: 800/253-6530 or 704/665-6891.

* MISSISSIPPI MOTOCROSS - AMA/Southern Sports Promotions, Jackson County Fairgrounds, Pascagoula. Info: 601/255-8110.

* MISSOURI MOTOCROSS - Timberland MX Raceways, Poplar Bluff. Info: 573/686-4187.

* MONTANA MOTOCROSS - HCMA/Windy City Dirt Riders, Cokedale Raceway, Livingston. Info: 406/222-8318.

NEBRASKA MOTOCROSS - NMA Grand National MX C'Ship/Ponca City Qualifier/S.W. Nebraska Region, North Platte. Info: 308/345-3744.

NEW YORK TRIALS - AMA/District 4, Munger Hollow Road, Cuba. Info: 716/968-3025.

NEW YORK MOTOCROSS - AMA/MSC/District 34, Spring Series, Suzuki Contingency, South Woods Sportsman, Monticello. Info: 914/794-4033 or 914/794-1645.

* OHIO MOTOCROSS - CRA, Ohio International Raceway, Ravenna. Info: 330/369-5993.

* OKLAHOMA HARE SCRAMBLES - OCCRA/Oklahoma Cross Country Racing Association, Guy Cooper, Stillwater. Info: 405/366-1051.

OKLAHOMA MOTOCROSS - NMA Grand National MX C'Ship/Ponca City Qualifier/Cimarron Region, Oklahoma City. Info: 405/733-0341.

PENNSYLVANIA MOTOCROSS - AMA/District 6, Flying Dutchmen Motorcycle Club Inc., Pine Grove. Info: 717/345-6340.

PENNSYLVANIA MOTOCROSS - Fox Racing/Pro Action District 5 Summer Series, Pleasure Valley Raceway, Johnstown. Info: 814/536-1845.

PENNSYLVANIA MOTOCROSS - AMA/Hurricane Hills Sports Center Inc., Route 106, Clifford. Info: 717/222-9290.

* TENNESSEE MOTOCROSS - Rose Racing, 3rd race, Memphis. Info: 901/465-4511 or 901/486-5635.

TEXAS MOTOCROSS - Vintage Iron, Texas AHRMA Spring Series, Rio Bravo MX, Houston. Info: 281/497-3366.

WASHINGTON HARE SCRAMBLES - Offroad Hare Scrambles, Northwest Motorcycle Association Offroad Series/Mount Baker MC, North Fork, Bellingham. Info: 360/734-0492.

* WASHINGTON MOTOCROSS - AMA/Washougal Motocross. Info: 541/673-1671.

WEST VIRGINIA GNCC - Racer Productions Inc., Starvation Point, Elizabeth. Info: 304/284-0084.

* WISCONSIN MOTOCROSS - Lake Geneva Raceway, District 16 and Triplecross Points, Yamaha Contingency, Bloomfield Road, Lake Geneva. Info: 815/728-0823.

Fri, June 20

* CALIFORNIA SPEEDWAY - Fast Fridays, 25-Lap Main Event, Gold Country Fairgrounds, Auburn. Info: 916/878-7223.

* DELAWARE SHORT TRACK - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

GEORGIA MOTOCROSS - Thunder Creek MX, High Falls, Jackson. Info: 912/994-6630.

IDAHO SHORT TRACK - Owyhee Motorcycle Club, Boise. Info: 208/384-5512.

INDIANA SPEEDWAY - Western Hills Honda-Yamaha, Pro-Am, Motorcycle Speedway, Lawrenceburg. Info: 513/662-7759.

* KENTUCKY HALF MILE - Paducah Dirt Riders, Carson Park Fairgrounds, Paducah. Info: 502/444-6438.

* MICHIGAN MOTOCROSS - MRA/Milan Cycle City, Milan. Info: 313/439-7735.

* MONTANA ARENACROSS - Checkered Flag Productions, Flathead County Fairgrounds, Kallispell. Info: 817/683-4741.

* NORTH CAROLINA MOTOCROSS - AMA/Birch Creek Motosports Inc., Greensboro Coliseum Complex, Greensboro. Info: 804/724-4392 or 836-0710.

* OHIO MOTOCROSS - AMA, Franklin County Fairgrounds, Hilliard. Info: 614/596-2057.

* TENNESSEE SUPERCROSS - The FMF Friday Night Fever SX Series, Victory Sports, Appalachian Fairgrounds, Gray. Info: 423/323-5497.

* WISCONSIN STADIUM MOTOCROSS - Lake Geneva Raceway, Night Race, Bloomfield Road, Lake Geneva. Info: 815/728-0823.

June 21-22

CALIFORNIA MOTOCROSS - Old Timers Weekend Mammoth Motocross, Mammoth MX, Mammoth Lakes. Info: 714/633-9503.

CALIFORNIA RIDE - LA Harley's Santa Maria Overnight Ride & Dinner. Info: 562/408-6088.

CALIFORNIA MOTOCROSS - Over the Hill Gang Mammoth Motocross, Mammoth. Info: 909/444-9411.

* FLORIDA MOTOCROSS - AMA/Southeast Youth Regional, Florida Motosports, Ocala. Info: 352/591-3265.

* KENTUCKY MOTOCROSS - AMA/North Central Youth Regional, WKY Motocross, Lowes. Info: 502/642-2345.

KENTUCKY DUAL SPORT - Racer Productions Inc., National, Daniel Boone Forest, Renfro Valley. Info: 304/284-0084.

MICHIGAN MOTOCROSS - AMA/Mideast Amateur Regional, Baja Acres, Millington. Info: 517/871-3356.

Sat, June 21

* ALABAMA MOTOCROSS - Night Race, Iron Man MX Park, Warrior. Info: 205/663-0963.

* CALIFORNIA SPEEDWAY - Mission Yamaha Night, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

* CALIFORNIA SHORT TRACK/TT - Lodi MC, Morse Road, Lodi. Info: 209/544-1027.

CALIFORNIA MOTOCROSS - California Racing Club, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - Adelanto Raceway Open MX, Adelanto. Info: 760/381-5761.

* CALIFORNIA SPEEDWAY - Fast Fridays, AMA/District 36, Dixon May Fairgrounds, Dixon. Info: 916/878-7223.

* CALIFORNIA MOTOCROSS - Contingency Series #6, Starwest Supercross Park, Moreno Valley. Info: 909/943-4535 or 909/657-8845.

* CALIFORNIA MOTOCROSS - GFI Racing, GFI at Night MX Series Rnd 2, Perris Raceway, Perris. Info: 909/653-4042.

FLORIDA MOTOCROSS - Dade City Raceway, Rnd 10, Dade City.

* FLORIDA SUPERCROSS - West Florida Motocross Park, Night Supercross, Milton. Info: 914/623-6038.

FLORIDA MOTOCROSS - NMA Grand National MX C'Ship/Ponca City Qualifier/Southeast GA/FL Region, Milton. Info: 904/944-4794.

GEORGIA SUPERCROSS - Southern Raceway, Bainbridge. Info: 912/246-5088.

ILLINOIS HILLCLIMB - Nite Hillclimb, District 17/AMA Cahokia Creek Dirt Riders Inc., White City. Info: 217/999-2223.

* LOUISIANA DIRT TRACK - Swampland Raceway, Grand Prairie. Info: 318/363-3734 or 318/363-3371.

* MISSOURI MOTOCROSS - Mid America Motocross Productions, Challenge Trax Motocross Park, Kingsville. Info: 816/779-5020.

* MONTANA ARENACROSS - Checkered Flag Productions, Flathead County Fairgrounds, Kallispell. Info: 817/683-4741.

* NEW YORK SHORT TRACK - AMA/Square Deal Riders MC, SDR Raceway, Harpursville. Info: 607/775-0770 or 693-2634.

* NORTH CAROLINA MOTOCROSS - AMA/Birch Creek Motosports Inc., Greensboro Coliseum Complex, Greensboro. Info: 804/724-4392 or 836-0710.

NORTH CAROLINA MOTOCROSS - Newton Real Estate, 226 MX Series, Rnd 11, Morganton. Info: 704/652-3758.

NORTH CAROLINA ROAD RIDE - Pediatric Brain Tumor Foundation of the United States, Asheville. Info: 800/253-6530 or 704/665-6891.

* OHIO MOTOCROSS - CRA/Malvern Motocross Park, Malvern. Info: 330/262-4945.

OHIO MOTOCROSS - AMA/District 11, Shannon King Dirt Country, Blanchester. Info: 513/625-7350.

* OHIO PRO-AM SUPERCROSS - AMA/District 11, Action Sports Promotions Inc., Nelsonville. Info: 614/594-6686.

OHIO MOTOCROSS - NMA Grand National MX C'Ship/Ponca City Qualifier/Ohio Region, Malvern. Info: 330/262-4945.

* OHIO MOTOCROSS - MRA/Delta Raceway, Delta. Info: 419/822-3006.

VIRGINIA MOTOCROSS - Powerline Motocross Playground, Summer Series Points Championship, Floyd County, Willis. Info: 540/789-7260.

Sun, June 22

ALABAMA MOTOCROSS - Old Air Base Raceway, Tuskegee. Info: 334/724-0722.

CALIFORNIA MOTOCROSS - Motowest Racing Ent., Motowest MX Race, Hollister Hills. Info: 415/587-8678. CANCELLED

CALIFORNIA MOTOCROSS - AMP/Yoko For Moto Top Gun Summer Series, Rnd 7, Oatfield Raceway, Turlock. Info: 209/656-9682.

CALIFORNIA DUAL SPORT - AMA/District 37, Forest Frolic, at Scott's Performance Products, Montrose. Info: 818/951-1333.

* CALIFORNIA MOTOCROSS - CMMC, California Mini Motorcycle Club, Barona Oaks, Ramona. Info: 619/752-8252.

CALIFORNIA VET MOTOCROSS - Over the Hill Gang-Bay Area, Hollister Hills, Hollister. Info: 408/323-1546 or 510/229-2543.

* FLORIDA ROAD RACE - CCS/Moroso Motorsports Park, West Palm Beach. Info: 561/793-3394.

IDAHO MOTOCROSS - Owyhee Motorcycle Club, Boise. Info: 208/384-5512.

ILLINOIS HILLCLIMB - Rock River Riders, Club Grounds, Polo. Info: 815/232-2731.

* IOWA MOTOCROSS - AMA/District 22, Motocross Mid-Summer Championship, Des Moines. Info: 515/285-6910.

KENTUCKY HARE SCRAMBLES - Eagle Creek Park, Mason Lane, Owenton. Info: 606/472-3442.

* MISSISSIPPI MOTOCROSS - North Mississippi MX Association, Motocross 886, Pontotoc. Info: 601/489-8316.

* MISSOURI MOTOCROSS - Spinning Wheels Promotions, Ragged Edge Raceways, Neelyville. Info: 573/686-4441.

NEW MEXICO MOTOCROSS - NMA Grand National MX C'Ship/Ponca City Qualifier/Southwest Region, Moriarty. Info: 505/822-9170.

* NEW MEXICO MOTOCROSS - AMA/New Mexico Competition Club, East Mountain Sports Park, Moriarty. Info: 505/896-0200.

NEW YORK HARE SCRAMBLES - Frozen Ocean Hare Scrambles, Owasco. Info: 315/895-7654.

NEW YORK MOTOCROSS - AMA/MSC/District 34, Spring Series, Walden Playboys MX, Walkill. Info: 914/561-2126.

NEW YORK MOTOCROSS - WNYSC/Silver Springs MX Park, Silver Springs. Info: 716/786-5596 or 716/786-2157.

* NORTH CAROLINA MOTOCROSS - Dirt World Promotions,Spring Series, Montrose MX Park, Raeford. Info: 919/554-4467.

OHIO MOTOCROSS - Amherst Series, Amherst Meadowlarks MC. Info: 216/988-9100.

OHIO MOTOCROSS - AMA/District 11, Dayton Motorcycle Club, Dayton Motorcycle Club Grounds, Dayton. Info: 937/263-9321.

* OHIO HARE SCRAMBLES - MRA/Delta Raceway, Delta. Info: 419/822-3006.

* OHIO MOTOCROSS - AMA/District 11, Honda Hills, Honda Hills Road, Linnville. Info: 614/323-3766.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow Motocross, Fredericksburg. Info: 717/273-1180 or 717/273-9212.

PENNSYLVANIA MOTOCROSS/HARE SCRAMBLES - Racer Productions Inc., Brownsville Luzerne Park, Brownsville. Info: 304/284-0084.

PENNSYLVANIA MOTOCROSS - NMA Ponca City Regional Qualifier/Eastern Region, Newburg. Info: 703/815-1959.

PENNSYLVANIA TT SCRAMBLES - Pagoda Motorcycle Club, Red Lane Road, Birdsboro. Info: 610/582-3717.

WYOMING MOTOCROSS - NMA Grand National MX C'Ship/Ponca City Qualifier/Wyoming Region, Casper. Info: 307/682-0506.

Tues, June 24

* KENTUCKY ARENACROSS - KTMXA, Paris Dirt Trackers Inc., Marshall County Fairgrounds, Benton. Info: 901/642-0511.

Wed, June 25

* NEW YORK ARENACROSS - Frozen Ocean Motocross Park Inc., RD 2, Auburn. Info: 315/784-5466 or 784-5517.

* OHIO MOTOCROSS - AMA, Pickaway County Fair, Circleville. Info: 614/596-2057.

June 26-29

* CALIFORNIA MOTOCROSS - 30th annual Mammoth Motocross, Mammoth MX, Mammoth Lakes. Info: 619/934-0642.

Thurs, June 26

NEW JERSEY SHOW - Kruise Night, Mr. Cycle Parts, Throckmorton Street, Freehold. Info: 908/462-2016.

June 27-28

* WYOMING SHORT TRACK - Pro-Am Half Mile, Jackpine Gypsies Clubgrounds, Casper. Info: 605/347-3418.

June 27-29

NEW HAMPSHIRE ROAD RACE/SIDECARS - U.S. Classic Racing Association, New Hampshire International Speedway, Loudon. Info: 603/435-8188.

Fri, June 27

* CALIFORNIA SUPERCROSS - K-B Racing Promotions, Night Race, Sacramento Raceway, Sacramento. Info: 916/682-6123.

* CALIFORNIA SPEEDWAY - Fast Fridays, AMA/District 36, Challenge #3, Gold Country Fairgrounds, Auburn. Info: 916/878-7223.

* DELAWARE SHORT TRACK - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

IDAHO SHORT TRACK - Owyhee Motorcycle Club, Boise. Info: 208/384-5512.

INDIANA SPEEDWAY - Western Hills Honda-Yamaha, Pro-Am, Motorcycle Speedway, Lawrenceburg. Info: 513/662-7759.

* MICHIGAN MOTOCROSS - MRA/Milan Cycle City, Milan. Info: 313/439-7735.

* MISSISSIPPI MOTOCROSS - AMA/Southern Sports Promotions, Harrison County Covered Arena, Gulfport. Info: 601/255-8110.

* OHIO MOTOCROSS - Broken Spokes Raceway, Night Race, New Philadelphia. Info: 330/339-9265.

* TENNESSEE SUPERCROSS - The FMF Friday Night Fever SX Series, Victory Sports Appalachian Fairgrounds, Gray. Info: 423/323-5497.

* WISCONSIN STADIUM MOTOCROSS - Lake Geneva Raceway, Suzuki Contingency, Night Race, Bloomfield Road, Lake Geneva. Info: 815/728-0823.

June 28-29

* CALIFORNIA MOTOCROSS - Mini Stars MX, Starwest Supercross Park, Moreno Valley. Info: 909/943-4535 or 909/657-8845.

NEVADA MOTOCROSS - WPS Wild West Nationals, Elko. Info: 801/972-5074.

* NORTH CAROLINA MOTOCROSS - AMA/Southeast Amateur Regional Qualifier, Devils Ridge, Sanford. Info: 919/776-1767.

PENNSYLVANIA MOTOCROSS - Loretta Lynn's N.E. Youth Regional, Pleasure Valley Raceway. Info: 814/536-1845.

* WISCONSIN SHORT TRACK - AMA/Aztalan Cycle Club Inc., at the Clubgrounds, Lake Mills. Info: 414/353-5920.

* WISCONSIN MOTOCROSS - AMA/Regional Amateur Qualifier, Aztalan Cycle Club Inc., at the Clubgrounds, Lake Mills. Info: 414/297-9367.

Sat, June 28

* ALABAMA MOTOCROSS - Night Race, Iron Man MX Park, Warrior. Info: 205/663-0963.

* CALIFORNIA SPEEDWAY - American Speedway Final, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

CALIFORNIA SHORT TRACK - The Shop/6th annual, Vintage Motorcycle Short Track Races, Ventura County Fairgrounds, Ventura. Info: 805/650-6777.

CALIFORNIA MOTOCROSS - CMC/Night Motocross, Riverfront Park, Marysville. Info: 916/695-2727.

* CALIFORNIA SHORT TRACK AND TT - Lodi MC, Morse Road, Lodi. Info: 209/544-1027.

CALIFORNIA MOTOCROSS - California Racing Club, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - Adelanto Raceway Open MX, Adelanto. Info: 760/381-5761.

* CALIFORNIA SPEEDWAY - Fast Fridays, AMA/District 36, Dixon May Fairgrounds, Dixon. Info: 916/878-7223.

* CALIFORNIA MOTOCROSS - Contingency Series #7, Starwest Supercross Park, Moreno Valley. Info: 909/943-4535 or 909/657-8845.

FLORIDA MOTOCROSS - Dade City Raceway, Night Motocross, Dade City.

* GEORGIA MOTOCROSS - AMA/Trans MX Series, Rnd 6 Sport Star Inc., Road Atlanta MX, Braselton. Info: 770/493-1792.

GEORGIA SUPERCROSS - Southern Raceway, Bainbridge. Info: 912/246-5088.

INDIANA MOTOCROSS - NMA Grand National MX C'Ship/Ponca City Qualifier/North Central Region, Webster. Info: 616/554-8071.

INDIANA SPEEDWAY - Western Hills Honda-Yamaha, Pro-Am, Motorcycle Speedway, Lawrenceburg. Info: 513/662-7759.

* MICHIGAN MOTOCROSS - Dirt Riders Motorsports, AMA/District 14, Log Road MX, Coldwater. Info: 419/636-5430.

* MISSISSIPPI MOTOCROSS - AMA/Southern Sports Promotions, Harrison County Covered Arena, Gulfport. Info: 601/255-8110.

MISSOURI MOTOCROSS - NMA Grand National MX C'Ship/Ponca City Qualifier, Kingsville. Info: 417/889-4794 or 417/881-3587.

NEBRASKA SHORT TRACK - Kartwheels Speedway, Night Race, Norfolk. Info: 402/887-5380.

* NEW JERSEY MOTORCYCLE DRAG RACING - Ken Landerman Raceway Park, Top Street Motorcycle Championships, Raceway Park Dragstrip, Englishtown. Info: 908/446-7800.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge Supercross Spring & Summer Series, Taylorsville. Info: 704/635-8635 or 758-4342.

* OHIO SUPERCROSS - CRA/Western Reserve Motorcycle Club, Salem. Info: 330/337-8077.

* OHIO MOTOCROSS - MRA/Delta Raceway, Delta. Info: 419/822-3006.

WASHINGTON DUAL SPORT - River Run Dual Sport Team Crutch, Monroe. Info: 360/794-2920.

WASHINGTON DIRT TRACK TT SCRAMBLES - AMA/Mt. St. Helens MC, Harley Nite/Circus Nite, Castle Rock Race Park, Castle Rock. Info: 360/274-8700.

Sun, June 29

ALABAMA GRAND PRIX - Old South Off-Road Grand Prix, Kilpatrick Motocross, Albertville. Info: 205/561-3495 or 800/544-2959.

* CALIFORNIA MOTOCROSS - Roosters Motorcycle and 4x4 Super Store, Phillipsville. Info: 707/943-3029 or 923-2280.

CALIFORNIA SHOW AND SWAPMEET - The Shop, 10th annual Antique Motorcycle Show and Swapmeet, Ventura County Fairgrounds, Ventura. Info: 805/650-6777.

* COLORADO MOTOCROSS - AMA/RMXA, Semi Pro with Youth, NMA Qualifier, IMI Motorsports Complex, Erie. Info: 719/473-6723 or 303/271-0190.

ILLINOIS TRIALS - AHRMA, Peoria MC, Club Grounds, Peoria. Info: 309/697-4981.

INDIANA MOTOCROSS - NMA Grand National MX C'Ship/Ponca City Qualifier/North Central Region, Webster. Info: 616/554-8071.

* KENTUCKY MOTOCROSS - Daniel Boone Motocross Park, London. Info: 606/877-1364.

* KENTUCKY MOTOCROSS - AMA/Buffalo Creek Raceway, Grayson. Info: 606/836-0888 or 304/486-5244.

* MARYLAND MOTOCROSS - AMA/District 7&13, Budds Creek Motocross Park, Budds Creek. Info: 301/475-2000.

* MICHIGAN MOTOCROSS - Dirt Riders Motorsports, AMA/District 14, Log Road Motocross, Coldwater. Info: 419/636-5430.

* MISSISSIPPI MOTOCROSS - AMA/Southern Sports Promotions, Harrison County Covered Arena, Gulfport. Info: 601/255-8110.

* MISSOURI MOTOCROSS - Timberland MX Raceways, Poplar Bluff. Info: 573/686-4187.

* MONTANA MOTOCROSS - HCMA/Gallatin Valley Dirt Rider Inc., Riverside Raceway Park, Bozeman. Info: 406/587-9584.

NEVADA MOTOCROSS - NMA Grand National MX C'Ship/Ponca City Qualifier/Utah Region, Elko. Info: 801/776-3631.

* NEW JERSEY MOTOCROSS - AMA/Jay Irwin/Ken Landerman Raceway Park, 5th annual Northeast MX Classic Series Race Rnd 4 & 12th annual Suzuki New Jersey State MX Championships, Raceway Park MX, Englishtown. Info: 908/446-7800.

NEW YORK TRIALS - AMA/District 4, Morrell Road, Cayuta. Info: 607/796-9558.

NEW YORK HARE SCRAMBLES - Ithaca Dirt Riders Hare Scrambles, Speedsville. Info: 607/657-8248.

NEW YORK MOTOCROSS - AMA/MSC/District 34, Spring Series, Yamaha Contingency, Diamondback, Yamaha, Modena. Info: 914/795-5697 or 914/565-3651.

* OHIO MOTOCROSS - Kenworthy's GP Club, Amateur MX Memorial Race, Kenworthy's MX Park, Troy. Info: 937/335-4763.

OKLAHOMA MOTOCROSS - NMA Grand National MX C'Ship/Ponca City Qualifier/Cimarron Region, Welch. Info: 405/733-0341.

PENNSYLVANIA ROAD RACE - Reduc Sportbike Association, Pocono International Speedway, Long Pond. Info: 215/625-0844.

PENNSYLVANIA MOTOCROSS/POKER RUN - AMA/District 6, Flying Dutchmen Motorcycle Club Inc., Pine Grove. Info: 717/345-6340.

PENNSYLVANIA CLEANUP & RIDE - Pennsylvania Trail Riders Association, Tower City Riding Area, Good Springs. Info: 201/703-3651.

WASHINGTON POKER RUN - Super Dirt Poker Run/Northwest Motorcycle Association Poker Run Series/Cascade Family MC, Capitol Forest, Olympia. Info: 206/825-3039.

* WASHINGTON MOTOCROSS - AMA/Washougal Motocross. Info: 541/673-1671.

WYOMING RELIABILITY TRIAL - Inyan Kara Riders, Upton. Info: 307/468-2840.

WYOMING MOTOCROSS - NMA Grand National MX C'Ship/Ponca City Qualifier/Wyoming Region, Riverton. Info: 307/682-0506.

Thurs, July 3

CALIFORNIA SHORT TRACK - San Diego Flattrack Association, Del Mar Fairgrounds, Del Mar. Info: 619/277-2743.

* OHIO MOTOCROSS - Broken Spokes Raceway, Night Race, New Philadelphia. Info: 330/339-9265.

Fri, July 4

ARKANSAS MOTOCROSS - NMA Grand National MX C'Ship/Ponca City Qualifier/Arkansas Region, Fort Smith. Info: 501/484-0752.

* CALIFORNIA SPEEDWAY - Fast Fridays, AMA/District 36, Gold Country Fairgrounds, Auburn. Info: 916/787-7223.

CALIFORNIA RALLY - 15th anniversary Hollister Independence Rally, downtown Hollister. Info: 408/634-0777.

* CALIFORNIA SPEEDWAY - AMA, Santa Maria Fairgrounds, Santa Maria. Info: 805/937-8584.

GEORGIA FLAT TRACK - GFTL, Lawrenceville. Info: 770/962-7888.

INDIANA SPEEDWAY - Western Hills Honda-Yamaha, Pro-Am, Motorcycle Speedway, Lawrenceburg. Info: 513/662-7759.

NEW YORK MOTOCROSS - AMA/Broome Tioga Sports Center Inc., Route 79, Binghamton. Info: 717/222-9290.

* TENNESSEE SUPERCROSS - The FMF Friday Night Fever SX Series, Victory Sports Appalachian Fairgrounds, Gray. Info: 423/323-5497.

* WISCONSIN MOTOCROSS - Lake Geneva Raceway, Night Race, Bloomfield Road, Lake Geneva. Info: 815/728-0823.

July 5-6

* FLORIDA ROAD RACE - CCS/Homestead Motorsports Complex, Homestead. Info: 561/793-3394.

OHIO MOTOCROSS - Russell Racing, Sunday Creek Raceway, Millfield. Info: 614/797-2413.

Sat, July 5

* CALIFORNIA SPEEDWAY - Fast Fridays, 25-Lap Main, Dixon May Fairgrounds, Dixon. Info: 916/878-7223.

CALIFORNIA RALLY - 15th anniversary Hollister Independence Rally, Downtown Hollister. Info: 408/634-0777.

* CALIFORNIA MOTOCROSS - GFI Racing, Team Green GFI Youth Nationals, Kawasaki and Yamaha Contingency, Perris Raceway, Perris. Info: 909/653-4042.

CALIFORNIA MOTOCROSS - CMA/Bounty Hunter Series, Night Race, Los Banos. Info: 209/673-8080.

CALIFORNIA MOTOCROSS - CRC/Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

* CALIFORNIA SHORT TRACK/TT - Lodi MC, Morse Road, Lodi. Info: 209/544-1027.

CALIFORNIA MOTOCROSS - Adelanto Raceway, Adelanto. Info: 760/381-5761.

FLORIDA MOTOCROSS - Dade City Raceway, Rnd 11, Dade City.

GEORGIA FLAT TRACK - GFTL, Lawrenceville. Info: 770/962-7888.

IDAHO MOTOCROSS - Owyhee Motorcycle Club, Cascade, Boise. Info: 208/384-5512.

* KENTUCKY MOTOCROSS - AMA/Buffalo Creek Raceway, Grayson. Info: 606/836-0888 or 304/486-5244.

* LOUISIANA DIRT TRACK - Swampland Raceway, Grand Prairie. Info: 318/363-3734 or 318/363-3371.

* MISSOURI MOTOCROSS - Mid America Motocross Productions, Challenge Trax Motocross Park, Kingsville. Info: 816/779-5020.

NEVADA GRAND PRIX - MRAN/USRA Groundshakers MC, Caliente. Info: 702/453-0795.

* NEW JERSEY DRAG RACING - Ken Landerman Raceway Park, Top Street Motorcycle Championships, Raceway Park Dragstrip, Englishtown. Info: 908/446-7800.

NEW YORK MOTOCROSS - AHRMA Vintage Regional Championships and Vet. Championships, Route 79, Binghamton. Info: 717/222-9290.

* NEW YORK ARENACROSS - Frozen Ocean Motocross Park Inc., RD 2, Auburn. Info: 315/784-5466 or 784-5517.

OHIO MOTOCROSS - AMA/District 11, Shannon King Dirt Country, Blanchester. Info: 513/625-7350.

PENNSYLVANIA SHORT TRACK - AMA/Trail Way Speedway, Hanover. Info: 717/359-4310.

WASHINGTON POKER RUN - NMA Benefit Poker Run, Northwest Motorcycle Association Poker Run Series, Buck Meadows. Info: 206/774-3139.

WASHINGTON DIRT TRACK/TT SCRAMBLES - AMA/Mt. St. Helens MC, Castle Rock Race Park, Castle Rock. Info: 360/274-8700.

* WASHINGTON MOTOCROSS - AMA/Scott USA Day, Pacific Northwest Championship #1, Washougal Motocross. Info: 541/673-1671.

July 6-11

CALIFORNIA DUAL SPORT - KTM California Dual Sport Series/Galpin Ford/Team Dual Dogs 4th annual 6 Days of Northern California, Start/Finish Red Lion Inn, Redding. Info: 818/701-1913.

Sun, July 6

BRAZIL MOTOCROSS - World Championship, CBM/SMP&B, Motodromo Serra Verde, Belo Horizonte. Info: 55/31-261-1210.

CALIFORNIA RALLY - 15th anniversary Hollister Independence Rally, downtown Hollister. Info: 408/634-0777.

* CALIFORNIA MOTOCROSS - GFI Racing, Team Green GFI Youth Nationals, Kawasaki and Yamaha Contingency, Perris Raceway, Perris. Info: 909/653-4042.

* CALIFORNIA MOTOCROSS - California Mini Motorcycle Club, Barona Oaks, Ramona. Info: 619/752-8252.

* CALIFORNIA SHORT TRACK/TT - Lodi MC, Morse Road, Lodi. Info: 209/544-1027.

* COLORADO MOTOCROSS - AMA/RMXA, Semi Pro with Youth, Watkins Raceway, Watkins/Denver. Info: 719/473-6723 or 303/271-0190.

FLORIDA MOTOCROSS - ProSports USA, Yamaha Sunshine State MX Championship Series, Sun State Raceway, Ona. Info: 407/333-2356.

* KENTUCKY MOTOCROSS - Mega Series, Daniel Boone Motocross Park, London. Info: 606/877-1364.

* KENTUCKY MOTOCROSS - AMA/Buffalo Creek Raceway, Grayson. Info: 606/836-0888 or 304/486-5244.

NEW YORK HARE SCRAMBLES - Ridge Riders MC, ECEA, Roxbury. Info: 201/696-0416.

NEW YORK MOTOCROSS - AMA/MSC/District 34, Spring Series, South Woods Sportsman, Monticello. Info: 914/794-4033 or 914/794-1645.

* NEW YORK MOTOCROSS - WNYSC, Frozen Ocean MX Park Inc., Auburn. Info: 315/784-5466 or 784-5517.

* NORTH CAROLINA MOTOCROSS - AMA/Birch Creek Motosports Inc., Rolling Hills Cycle Park, Reidsville. Info: 804/724-4392 or 836-0710.

OHIO HARE SCRAMBLES - Russell Racing Sunday Creek Raceway, Millfield. Info: 614/797-243.

OHIO MOTOCROSS - Sunset Ramblers, Motorcycle Club of Galion. Info: 419/562-6931.

* OHIO MOTOCROSS - CRA/Malvern Motocross Park, Malvern. Info: 330/262-4945.

* OHIO MOTOCROSS - AMA/District 11, Buckeye State MX Championship Series, Sunday Creek. Info: 614/797-2413.

PENNSYLVANIA MOTOCROSS/POKER RUN - AMA/District 6, Flying Dutchmen Motorcycle Club Inc., Pine Grove. Info: 717/345-6340.

PENNSYLVANIA MOTOCROSS - Fox Racing/Pro Action District 5, Summer Series, Pleasure Valley Raceway, Johnstown. Info: 814/536-1845.

SOUTH CAROLINA MINI ROAD RACING - Smoky Mountain Mini Road Racing Association, Palmetto Supertrack, Elgin. Info: 704/531-2797.

Fri, July 11

* CALIFORNIA SPEEDWAY - International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

* CALIFORNIA SUPERCROSS - K-B Racing Promotions, Night Race, Sacramento Raceway, Sacramento. Info: 916/682-6123.

* CALIFORNIA SPEEDWAY - Fast Fridays, AMA/District 36, Gold Country Fairgrounds, Auburn. Info: 916/878-7223.

CALIFORNIA MOTORCYCLE SHOW - Aptos Seascape Golf Course and Bratalia Motors, Aptos Seascape Golf Course, Aptos. Info: 408/688-5242.

GEORGIA MOTOCROSS - Thunder Creek MX, High Falls, Jackson. Info: 912/994-6630.

IDAHO SHORT TRACK - Owyhee Motorcycle Club, Boise. Info: 208/384-5512.

* OHIO MOTOCROSS - Broken Spokes Raceway, Night Race, New Philadelphia. Info: 330/339-9265.

* TENNESSEE ARENACROSS - KTMXA/Paris Dirt Trackers Inc., Carroll County Fairgrounds, Huntingdon. Info: 901/642-0511.

* WISCONSIN MOTOCROSS - Stadium MX State Championship, Night Race, Lake Geneva Raceway, Suzuki Contingency, Bloomfield Road, Lake Geneva. Info: 815/728-0823.

July 12-13

CANADA MOTOCROSS - International Old Timers MX Association, British Columbia, Agassiz. Info: 604/274-4180.

IDAHO MOTOCROSS - WPS Wild west Nationals, Pocatello. Info: 801/972-5074.

NEW YORK TRIALS - AMA/District 4, Route 38, Locke. Info: 315/497-3268.

TENNESSEE MOTOCROSS - AMA/US Mega Series, Victory Sports Racing, Muddy Creek Raceway, Blountville. Info: 423/323-5497.

* WYOMING SHORT TRACK/TT - VDTRA Regional/Calcutta Weekend, Pro-Am, Jackpine Gypsies Clubground, Casper. Info: 605/347-3418.

Sat, July 12

* CALIFORNIA SPEEDWAY - Fair Derby, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

CALIFORNIA MOTOCROSS - CMC/Night Motocross, Riverfront Park, Marysville. Info: 916/695-2727.

* CALIFORNIA SPEEDWAY - Fast Fridays, AMA/District 36, Dixon May Fairgrounds, Dixon. Info: 916/878-7223.

* CALIFORNIA MOTOCROSS - GFI Racing, GFI at Night MX Series Rnd 3, Yamaha Contingency, Perris Raceway, Perris. Info: 909/653-4042.

CALIFORNIA MOTOCROSS - CMA/Bounty Hunter Series, Night Race, Los Banos. Info: 209/673-8080.

CALIFORNIA MOTOCROSS - CRC/LACR, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

* CALIFORNIA SHORT TRACK/TT - Lodi MC, Morse Road, Lodi. Info: 209/544-1027.

CALIFORNIA MOTOCROSS - Adelanto Raceway, Adelanto. Info: 760/381-5761.

* CALIFORNIA SPEEDWAY - AMA, Santa Maria Fairgrounds, Santa Maria. Info: 805/937-8584.

FLORIDA MOTOCROSS - Dade City Raceway, Rnd 12, Dade City.

* MISSOURI MOTOCROSS - Mid America Motocross Productions, Challenge Trax Motocross Park, Kingsville. Info: 816/779-5020.

* NEVADA MOTOCROSS - Night Motocross Series, Rnd 3, Nevada Old Timers, Fernley International Raceway, Fernley. Info: 702/423-8226.

* NEW JERSEY DRAG RACING - Ken Landerman Raceway Park, Top Street Motorcycle Championships, Raceway Park Dragstrip, Englishtown. Info: 908/446-7800.

NEW YORK MOTOCROSS - AMA/Island Motocross of New York Inc., Bridgehampton Race Track, Bridgehampton. Info: 516/924-2399.

* OHIO MOTOCROSS - CRA/Malvern Motocross Park, Malvern. Info: 330/262-4945.

VIRGINIA MOTOCROSS - Powerline Motocross Playground, Summer Series Points Championship, Floyd County, Willis. Info: 540/789-7260.

WASHINGTON NIGHT ENDURO - Seat of the Pants Night Enduro, Northwest Motorcycle Association Enduro Series/River City MC, Capitol Forest, Olympia. Info: 206/922-9163.

* WISCONSIN SHORT TRACK - AMA/Aztalan Cycle Club Inc., at the Clubgrounds, Lake Mills. Info: 414/353-5920.

Sun, July 13

CALIFORNIA RIDE - Los Angeles Harley-Davidson & Buell, 5th Annual Snow Valley Day Ride. Info: 562/408-6088.

CALIFORNIA MOTOCROSS - CRC/LACR, Los Angeles County Raceway, 1000 Oaks Pee Wee/Mini National, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - Summer Grove Series, Lemon Grove Motocross, Piru. Info: 805/521-0808.

FLORIDA MOTOCROSS - ProSports USA, Yamaha Sunshine State MX Championship Series, Orlando MX Park, Orlando. Info: 407/333-2356.

ILLINOIS MOTOCROSS - Tri-City MC Club, AMA/District 88, Quad Cities, Coal Valley. Info: 309/799-3882.

ILLINOIS ROAD RIDE - Pediatric Brain Tumor Foundation of the United States, Oakbrook. Info: 800/253-6530 or 704/665-6891.

IOWA OBSERVED TRIALS - AITRA/All Iowa Trials Riders Association, Gladbrook. Info: 515/473-2845.

KENTUCKY HARE SCRAMBLES - Mid South Hare Scrambles, Benton. Info: 615/859-0873.

* MARYLAND MOTOCROSS - AMA/District 7&13, Budds Creek Motocross Park, Budds Creek. Info: 301/475-2000.

* MONTANA MOTOCROSS - HCMA/Electric City Dirt Riders Inc., Electric City Raceway, Great Falls. Info: 406/727-9017.

NEW YORK HARE SCRAMBLES - Thunder Ridge Hare Scrambles, South Edmeston. Info: 607/847-6520.

NEW YORK MOTOCROSS - AMA/MSC/District 34, Spring Series, Yamaha Contingency, Ace Motocross, Modena. Info: 914/463-2093.

NEW YORK MOTOCROSS - WNYSC/Silver Springs MX Park, Silver Springs. Info: 716/786-5596 or 716/786-2157.

* OHIO MOTOCROSS - AMA/District 11, Buckeye State MX Championship Series, Lost Hollow. Info: 614/767-3089.

PENNSYLVANIA MOTOCROSS - Summer Series, Bellco Inc., Steel City USA, Delmont. Info: 304/284-0084.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow Motocross, Fredericksburg. Info: 717/273-1180 or 717/273-9212.

PENNSYLVANIA MOTOCROSS - AMA/Hurricane Hills Sports Center Inc., Route 106, Clifford. Info: 717/222-9290.

* VIRGINIA MOTOCROSS GRAND CHAMPIONSHIP SERIES - AMA/District 13 Birch Creek Motosports Inc., Action Town Motocross Park, Dillwyn. Info: 804/724-4392 or 836-0710.

WASHINGTON POKER RUN - Northwest Motorcycle Association Poker Run Series/River City MC, Capitol Forest, Olympia. Info: 206/922-9163.

* WISCONSIN MOTOCROSS - AMA/Aztalan Cycle Club Inc., at the Clubgrounds, Lake Mills. Info: 414/297-9367.

Mon, July 14

* CALIFORNIA SPEEDWAY - Monday Youth Motorized Olympics, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

Wed, July 16

* NEW YORK ARENACROSS - Frozen Ocean Motocross Park Inc., RD 2, Auburn. Info: 315/784-5466 or 784-5517.

July 18-19

* NEW YORK MOTOCROSS - AMA/U.S. Womens MX League Outdoor MX National Championship, Unadilla. Info: 410/760-9528.

Fri, July 18

* CALIFORNIA SPEEDWAY - Fast Fridays, AMA/District 36, Challenge #4, Gold Country Fairgrounds, Auburn. Info: 916/878-7223.

GEORGIA MOTOCROSS - Thunder Creek MX, High Falls, Jackson. Info: 912/994-6630.

INDIANA SPEEDWAY - Western Hills Honda-Yamaha, Pro-Am, Lawrenceburg Motorcycle Speedway. Info: 513/662-7759.

* NEVADA MOTOCROSS - CMC/Silverstate Motocross, NMA, Summer Opener, Carson City. Info: 702/267-4392.

* NORTH CAROLINA STADIUM STYLE MOTOCROSS - AMA/Birch Creek Motosports Inc., Greensboro Coliseum Complex, Greensboro. Info: 804/724-4392 or 836-0710.

OREGON ROAD RACE - NASB/FUSA Races with OMRRA, Portland International Raceway. Info: 503/241-9029.

* TENNESSEE SUPERCROSS - The FMF Friday Night Fever SX Series, Victory Sports, Appalachian Fairgrounds, Gray. Info: 423/323-5497.

* WISCONSIN MOTOCROSS - Stadium MX, Lake Geneva Raceway, Night Race, Bloomfield Road, Lake Geneva. Info: 815/728-0823.

July 19-20

CALIFORNIA ROAD RACE - Willow Springs Motorcycle Club, Round 7, Willow Springs International Raceway, Rosamond. Info: 805/256-1234.

WEST VIRGINIA DUAL SPORT - Racer Productions Inc., Blackwater Falls, Davis. Info: 304/284-0084.

Sat, July 19

CALIFORIA DESERT RACE - Conquista Gran Carrera, Los Sahuaros Recreational Park, West of Tecate Baja. Info: 619/427-5759.

CALIFORNIA RUN - Oakland Motorcycle Club, Ride a Bay Area Tradition, Oakland. Info: 510/534-6222.

* CALIFORNIA SPEEDWAY - Fast Fridays, AMA/District 36, Dixon May Fairgrounds, Dixon. Info: 916/878-7223.

* CALIFORNIA MOTOCROSS - GFI Racing, GFI at Night MX Series Round 4, Perris Raceway, Perris. Info: 909/653-4042.

CALIFORNIA MOTOCROSS - CMA/Bounty Hunter Series, Night Race, Los Banos. Info: 209/673-8080.

CALIFORNIA MOTOCROSS - CRC/LACR, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

* CALIFORNIA SHORT TRACK/TT - Lodi MC, Morse Road, Lodi. Info: 209/544-1027.

CALIFORNIA MOTOCROSS - Adelanto Raceway, Adelanto. Info: 760/381-5761.

FLORIDA MOTOCROSS - Dade City Raceway, Night Motocross.

IDAHO MOTOCROSS - Owyhee Motorcycle Club, 4 Stroke National, Boise. Info: 208/384-5512.

INDIANA HARE SCRAMBLES - Stoney Lonesome MC, State Road 46, Columbus. Info: 812/342-4411.

* LOUISIANA DIRT TRACK - Swampland Raceway, Grand Prairie. Info: 318/363-3734 or 318/363-3371.

* MISSOURI MOTOCROSS - Mid America Motocross Productions, Challenge Trax Motocross Park, Kingsville. Info: 816/779-5020.

* NORTH CAROLINA MOTOCROSS - AMA/Birch Creek Motosports Inc., Greensboro Coliseum Complex, Greensboro. Info: 804/724-4392 or 836-0710.

* OHIO SUPERCROSS - CRA/Western Reserve Motorcycle Club, Salem. Info: 330/337-8077.

* OHIO SUPERCROSS - AMA/District 11, Pro-Am, Action Sports Promotions Inc., Nelsonville. Info: 614/594-MOTO.

OREGON ROAD RACE - NASB/FUSA Races with OMRRA, Portland International Raceway. Info: 503/241-9029.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone Number (with area code): ( ) _____

Your name: _____

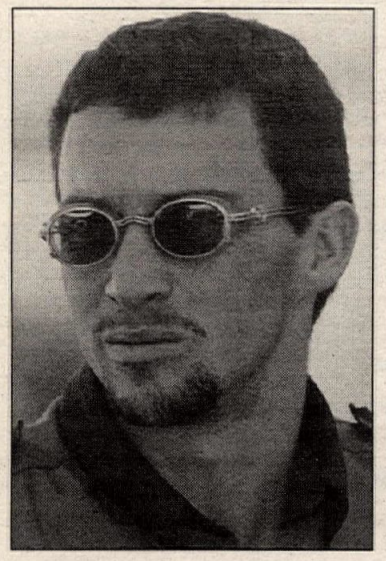
LEADERBOARD

1997 Championship Point Standings

ROAD RACING

FIM 500cc WORLD CHAMPIONSHIP SERIES
(After 5 of 15 rounds)

1. Michael Doohan (Hon), Australia (120/4 wins)
2. Alex Criville (Hon), Spain (89/1 win)
3. Nobuatsu Aoki (Hon), Japan (67)
4. Luca Cadalora (Yam), Italy (59)
5. Tadayuki Okada (Hon), Japan (58)
6. Norifumi Abe (Yam), Japan (42)
7. Takuma Aoki (Hon), Japan (37)
8. Alex Barros, (Hon), Brazil (32)
9. Carlos Checa (Hon), Spain (30)
10. Alberto Puig (Hon), Spain (25)



MATT MLADIN

FIM 250cc WORLD CHAMPIONSHIP SERIES
(After 5 of 15 rounds)

1. Max Biaggi (Hon), Italy (91/2 wins)
2. Ralf Waldmann (Hon), Germany (82/1 win)
3. Olivier Jacque (Hon), France (61/1 win)
4. Tetsuya Harada (Apr), Japan (56)
5. Tohru Ukawa (Hon), Japan (41)
6. Haruchika Aoki (Hon), Japan (40)
7. Takeshi Tsujimura (Hon), Japan (35)
8. Loris Capirossi (Apr), Italy (34)
9. Noriyasu Numata (Suz), Japan (33)
10. Stefano Perugini (Apr), Italy (29)

FIM 125cc WORLD CHAMPIONSHIP SERIES
(After 5 of 15 rounds)

1. Noburo Ueda (Hon), Japan (99/2 wins)
2. Valentino Rossi (Apr), Italy (95/3 wins)
3. Kazuto Sakata (Apr), Japan (69)
4. Jorge Martinez (Apr), Spain (57)
5. Tomomi Manako (Hon), Japan (51)
6. Masaki Tokudome (Apr), Japan (47)
7. Garry McCoy (Apr), Australia (38)
8. Masao Azuma (Hon), Japan (34)
9. Frederic Petit (Hon), France (29)
10. Yoshiaki Katoh (Yam), Japan (25)

FIM WORLD SUPERBIKE CHAMPIONSHIP SERIES
(After 3 of 12 rounds)

1. Carl Fogarty (Duc), Great Britain (110/1 win)
2. Aaron Slight (Hon), New Zealand (99/2 wins)
3. John Kocinski (Hon), Modesto, CA (96/2 wins)
4. Simon Crafar (Kaw), New Zealand (81)
5. Colin Edwards II (Yam), Buffalo, TX (59)
6. Scott Russell (Yam), Jonesboro, GA (48)
7. Piere-Francesco Chili (Duc), Italy (45/1 win)
8. Neil Hodgson (Duc), Great Britain (42)
9. Pere Riba Cabana (Hon), Spain (24)
   Akira Yanagawa (Kaw), Japan (24)

AMA/MBNA SUPERBIKE NATIONAL C'SHIP SERIES
(After 3 of 10 rounds)

1. Doug Chandler (Kaw), Salinas, CA (99/1 win)
2. Miguel Duhamel (Hon), Canada (86)
3. Steve Crevier (Hon), Canada (81)
4. Pascal Picotte (Suz), Canada (79)
5. Aaron Yates (Suz), Milledgeville, GA (69)
   Mat Mladin (Duc), Australia (69/1 win)
7. Eric Moe (Kaw), Spring Lake, MI (47)
8. Larry Pegram (Suz), Baltimore, OH (46)
9. Tommy Hayden (Kaw), Owensboro, KY (42)
10. Tripp Nobles (H-D), Macon, GA (41)

AMA/PRO HONDA OILS 600cc SUPERSPORT SERIES
(After 3 of 11 rounds)

1. Pascal Picotte (Suz), Canada (96/2 wins)
2. Miguel Duhamel (Hon), Canada (95/1 win)
3. Aaron Yates (Suz), Milledgeville, GA (94)
4. Steve Crevier (Hon), Canada (82)
5. Jason Pridmore (Suz), Ventura, CA (70)
6. Mike Smith (Kaw), Canton, GA (64)
   Doug Toland (Hon), Buena Park, CA (64)
8. Rich Oliver (Yam), Fresno, CA (63)
9. Jamie Hacking (Kaw), Spartanburg, SC (58)
   Andrew Stroud (Hon), New Zealand (58)

AMA/TEAMLINE 750cc SUPERSPORT SERIES
(After 3 of 10 rounds)

1. Jason Pridmore (Suz), Ventura, CA (105/2 wins)
2. Ben Bostrom (Hon), Redondo Beach, CA (92)
3. Dale Keiffer (Suz), Las Vegas, NV (67)
4. Mark McDaniel (Suz), Santa Rosa, CA (65)
5. Mario Duhamel (Suz), Canada (61/1 win)
6. Dax Snow (Suz), Las Vegas, NV (57)
7. Richard Alexander Jr. (Suz), Carmel, NY (51)
8. John Jacobbi (Suz), Noblesville, IN (46)
9. Brian Gibbs (Suz), Stockbridge, GA (42)
   Kenichiro Iwahashi (Hon), Japan (42)

AMA/ELF FUELS 250cc
GRAND PRIX CHAMPIONSHIP SERIES
(After 3 of 10 rounds)

1. Rich Oliver (Yam), Fresno, CA (108/3 wins)
2. Roland Sands (Yam), Long Beach, CA (90)
3. Bobby Keith (Hon), Redwood City, CA (70)
4. Greg Esser (Yam), Pompano Beach, FL (66)
5. Randy Renfrow (Hon), Fredericksburg, VA (64)
6. John France (Hon), Melbourne, FL (58)
7. Perry Melneciuc (Hon), Lehigh Acres, FL (56)
   Matt Wait (Hon), Lodi, CA (56)
9. Hikaru Miyagi (Hon), Japan (54)
10. Mark Foster (Yam), San Juan Capistrano, CA (53)

AMA/PROGRESSIVE INSURANCE HARLEY-DAVIDSON
SUPERTWINS SERIES
(After 3 of 11 rounds)

1. Eric Bostrom, El Segundo, CA (107/3 wins)
2. Shawn Higbee, Manhattan Beach, CA (97)
3. Dave Estok, Daytona Beach, FL (86)
4. Jake Zemke, Paso Robles, CA (78)
5. Lance Jones, Anderson, SC (77)
6. Shaun Russell, San Jose, CA (71)
7. Jess Roeder, Monroeville, OH (70)
8. Jody Hendley, Mission Viejo, CA (64)
9. Jerry Casciero Jr., Bel Air, MD (46)
10. Gary Rodgers, San Jose, CA (45)
    Perry Melneciuc, Lehigh Acres, FL (45)

AMA/PIRELLI FORMULA XTREME SERIES
(After 2 of 9 rounds)

1. Andrew Stroud (Hon), New Zealand (72/2 wins)
2. Doug Toland (Hon), Buena Park, CA (64)
3. James Randolph (Suz), Santa Rosa, CA (60)
4. Brian Gibbs (Suz), Stockbridge, GA (53)
5. Ben Welch (Yam), San Diego, CA (46)
6. Mike Krynock (Kaw), San Francisco, CA (45)
7. Anthony Johnson (Suz), Layton, UT (40)
8. Dale Kieffer (Suz), St. George, UT (28)
   Akiharu Shigeno (Suz), Japan (28)
10. Scott Ruehle (Suz), Saint Cloud, MN (26)
    Paul Mumford (Kaw), Tempe, AZ (26)

SUNOCO RACE FUELS/FORMULA USA SERIES
(After 2 of 8 rounds)

1. Dave Sadowski (Hon), Jefferson, GA (116)
2. Fritz Kling (Yam), Lansing, MI (106)
3. Andy Deatherage (Kaw), Cleveland, OH (95)
4. Tray Batey (Suz), Gallatin, TN (92)
5. Curtis Adams (Suz), Whittier, CA (70/2 wins)
   Doug Chandler (Kaw), Salinas, CA (70/2 wins)
7. Michael Fitzpatrick (Suz), Columbia, MD (66)
8. Eric Wood (Kaw), Mansfield, MA (65)
9. Jason Pridmore (Suz), Ventura, CA (64)
   Chris Carr (H-D), Valley Springs, CA (64)

MOTOCROSS

THOR/PARTS UNLIMITED AMA SUPERCROSS SERIES
(After 15 of 15 rounds)

1. Jeff Emig (Kaw), Riverside, CA (293/5 wins)
2. Jeremy McGrath (Suz), Canyon Lake, CA (278/2 wins)
3. Ezra Lusk (Yam), Bainbridge, GA (251/2 wins)
4. Larry Ward (Hon), Florence, SC (230)
5. Greg Albertyn (Suz), Riverside, CA (206/1 win)
6. Mike LaRocco (Suz), South Bend, IN (203)
7. Doug Henry (Yam), Oxford, CT (175/3 wins)
8. Damon Bradshaw (Hon), Homedale, ID (166)
9. Jimmy Button (Yam), Phoenix, AZ (152)
10. Ryan Hughes (Kaw), Temecula, CA (145)

AMA EASTERN REGIONAL 125cc SUPERCROSS SERIES
(After 7 of 7 rounds)

1. Tim Ferry (Suz), Largo, FL (146)
2. Stephane Roncada (Hon), France (135/2 wins)
3. Ricky Carmichael (Kaw), Havanna, FL (123/3 wins)
4. Greg Schnell (Yam), Rancho Cucamonga, CA (97)
5. John Dowd (Yam), Chicopee, MA (86/2 wins)
6. Scott Sheak (Hon), Germantown, NY (84)
7. Jeff Dement (Kaw), Humble, TX (78)
8. Brock Sellards (Kaw), New Philadelphia, OH (77)
9. Jim Neese (Suz), Greensboro, NC (59)
10. Robbie Skaggs (Hon), Macon, GA (57)

AMA WESTERN REGIONAL 125cc SUPERCROSS SERIES
(After 7 of 7 rounds)

1. Kevin Windham (Yam), Baton Rouge, LA (153/5 wins)
2. Robbie Reynard (Hon), Norman, OK (131)
3. Casey Johnson (Kaw), Murrieta, CA (111)
4. David Vuillemin (Yam), France (104/1 win)
5. Casey Lytle (Hon), Santa Clarita, CA (85)
6. Craig Decker (Kaw), Palm Desert, CA (83)
7. Pedro Gonzalez (Kaw), Mexico (78)
8. Shaun Perolio (Hon), Saugus, CA (76)
9. Corey Keeney (Yam), Oakdale, MN (62)
10. Nathan Ramsey (Suz), Hixon, TX (60)

AMA 250cc NATIONAL MX CHAMPIONSHIP SERIES
(After 4 of 13 rounds)

1. Jeff Emig (Kaw), Riverside, CA (178/2 wins)
2. Jeremy McGrath (Suz), Canyon Lake, CA (140)
3. John Dowd (Yam), Chicopee, MA (132)
4. Larry Ward (Hon), Florence, SC (125)
5. Damon Bradshaw (Hon), Homedale, ID (120/1 win)
6. Greg Albertyn (Suz), Riverside, CA (102/1 win)
   Doug Henry (Yam), Oxford, CT (102)
8. Ryan Hughes (Kaw), Temecula, CA (96)
9. Ezra Lusk (Yam), Bainbridge, CA (95)
10. Mike LaRocco (Suz), South Bend, IN (91)

KEVIN WINDHAM

AMA 125cc NATIONAL MX CHAMPIONSHIP SERIES
(After 4 of 13 rounds)

1. Ricky Carmichael (Kaw), Havana, FL (161/3 wins)
2. Scott Sheak (Hon), Germantown, NY (159/1 win)
3. Mike Craig (Hon), Lakeside, CA (123)
4. Kevin Windham (Yam), Baton Rouge, LA (115)
5. Stephane Roncada (Hon), France (110)
6. Michael Brandes (Yam), Menifee, CA (102)
7. Casey Johnson (Kaw), Murrieta, CA (95)
8. Robbie Reynard (Hon), Norman, OK (90)
9. Michael Pichon (Suz), France (71)
   Craig Decker (Kaw), Palm Desert, CA (71)

DIRT TRACK

AMA GRAND NATIONAL CHAMPIONSHIP SERIES
(After 4 of 23 rounds)

1. Rich King (Hon), Waterloo, IA (61/1 win)
2. Will Davis (H-D), Goldsboro, NC (53/1 win)
3. Scott Parker (H-D), Swartz Creek, MI (45)
4. Jay Springsteen (H-D), Lapeer, MI (42)
5. Dan Butler (H-D), Waterford, MI (38)
6. Mike Hacker (H-D), Prince George, VA (35)
7. Kevin Varnes (H-D), Pottstown, PA (33)
8. Terry Poovey (H-D), Euless, TX (32/1 win)
9. Davey Camlin (H-D), Rock Island, IL (31)
10. Steve Morehead (H-D), Findlay, OH (29)

JOE KOPP

AMA HARLEY-DAVIDSON 883
NATIONAL CHAMPIONSHIP SERIES
(After 3 of 14 rounds)

1. Davey Camlin, Rock Island, IL (51/2 wins)
   Jess Roeder, Monroeville, OH (51)
3. Jake Zemke, Paso Robles, CA (32)
4. Johnny Murphee, Paso Robles, CA (31)
   Mike Hacker, Prince George, VA (31)
6. Shaun Russell, San Jose, CA (30)
   Robert Miller, New Holland, PA (30)
   Billy Martin, Stockton, CA (30)
9. J.R. Schnabel, West Bend, WI (29)
10. Willie McCoy, Richardson, TX (26)

AMA NATIONAL HOT SHOE DIRT TRACK SERIES
(After 2 of 16 rounds)

1. Kenny Coolbeth (W-R), Warren, CT (38/1 win)
2. Terry Poovey (Rtx), Euless, TX (23/1 win)
3. Lonnie Pauley (Rtx), Salinas, CA (19)
   Brett Landes (ATK), Los Gatos, CA (19)
5. Scott Parker (H-D), Swartz Creek, MI (16)
   Scott Shin (H-D), Berwick, IL (16)
7. Roger Durkee Jr. (Rtx), Dudley, MA (15)
8. Morgan Coolbeth (Rtx), Warren, CT (14)
   Willie McCoy (Rtx), Richardson, TX (14)
10. Ryan Anderson (W-R), Portland, OR (13)
    Will Davis (ATK), Goldsboro, NC (13)

OFF-ROAD

AMA NATIONAL CHAMPIONSHIP ENDURO SERIES
(After 5 of 9 rounds)

1. Michael Lafferty (KTM), Millville, NJ (140/3 wins)
2. Randy Hawkins (Yam), Travelers Rest, SC (109)
3. Ty Davis (Kaw), Hesperia, CA (80/1 win)
4. Matt Stavish (KTM), Blaine, MN (60)
5. Craig Holasek (KTM), Anoka, MN (49)
6. Mike Monroe (Yam), Alabaster, AL (35)
7. Kevin Hines (Hon), Weston, MA (32)
8. Donnie Book (Kaw), Gypsum, CO (31)
9. Doug Blackwell (Yam), Parkersburg, WV (30/1 win)
10. Jason Dahners (KTM), Redmond, WA (27)

AMA NATIONAL CHAMPIONSHIP
HARE & HOUND SERIES
(After 3 of 6 rounds)

1. Ty Davis (Kaw), Hesperia, CA (90/3 wins)
2. Nick Pearson (KTM), Pioche, NV (59)
3. Brian Brown (Kaw), Nampa, ID (55)
4. Steve Hengeveld (Kaw), Phelan, CA (43)
5. Donnie Book (Kaw), Gypsum, CO (42)
6. Jim Gray (KTM), Gunnison, CO (35)
   Ed McCoy (Kaw), Virginia City, NV (35)
8. Dave Hamel (Kaw), Sparks, NV (31)
9. Destry Abbott (KTM), Phoenix, AZ (28)
10. Dan Richardson (Kaw), Fountain Valley, CA (27)

AMA NATIONAL CHAMPIONSHIP
HARE SCRAMBLES SERIES
(After 4 of 8 rounds)

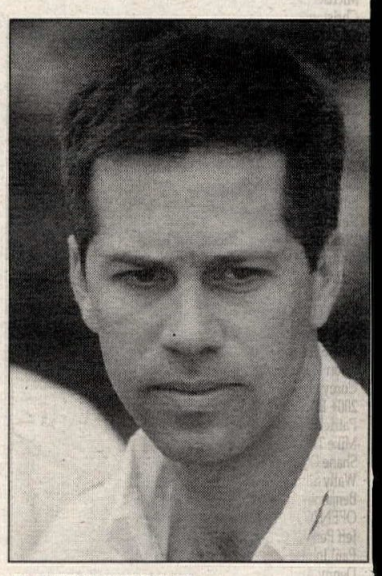
1. Paul Edmondson (Suz), Great Britain (103/2 wins)
2. Rodney Smith (Suz), Oakley, CA (66
   Steve Hatch (Suz), Ithaca, NY (66
   Jason Dahners (KTM), Redmond, WA (66
5. Brian Garrahan (KTM), Boulder Creek, CA (54
6. Patrick Garrahan (KTM), Boulder Creek, CA (51
7. Randy Hawkins (Yam), Travelers Rest, SC (41/1 win
8. Aaron Sykes (Kaw), Cotati, CA (31
9. Ty Davis (Kaw), Hesperia, CA (30/1 win
10. Rob Kopp (Kaw), Mica, WA (26

AMA GRAND NATIONAL CROSS COUNTRY SERIES
(After 6 of 13 rounds)

1. Scott Summers (Hon), Petersburg, KY (108/1 win)
2. Steve Hatch (Suz), Ithaca, NY (94/2 win)
3. Scott Plessinger (KTM), Hamilton, OH (89/1 win)
4. Jason Dahners (KTM), Redmond, WA (75)
5. Paul Edmondson (Suz), Great Britrain (74/1 win)
6. Randy Hawkins (Yam), Travelers Rest, SC (58/1 win)
7. Rodney Smith (Suz), Oakley, CA (51/1 win)
8. Jim Jarret (Yam), Minerva, OH (47)
9. Doug Blackwell (Yam), Parkersburg, WV (45)
10. Brian Keegan (Kaw), Canonsburg, PA (41)

AMA/NATC NATIONAL OBSERVED TRIALS SERIES
(After 3 of 9 rounds)

1. Geoff Aaron (Bet), Redding, CT (76/2 wins)
2. Raymond Peters (G-G), Beaver Dams, NY (67/1 win)
3. Lonny Hallsted (Bet), San Diego, CA (59)
4. Jess Kempkes (G-G), Lincoln, NE (57)
5. Olivier Clamagirand (G-G), Tustin, CA (56)
6. Mark Manniko (G-G), Aurora, CO (52)
7. Matt Moore (Mon), Sapulpa, OK (44)
8. Ryon Bell (Mon), Canada (41)
9. Dennis Sweeten (Bet), Oregon City, OR (36)
10. Michael Bryant (Bet), Burlington, CT (31)



RANDY HAWKINS

AMA 800cc HILLCLIMB
NATIONAL CHAMPIONSHIP SERIES
(After 2 of 11 rounds)

1. James Large (H-D), Orient, OH (26)
2. Greg Williams (Hon), Canada (23)
3. Wallace Fowler (Suz), Charleston, WV (21/1win)
   Rodney Williams (H-D), Niles, MI (21)
   Jason Petty (Tri), Camby, IN (21)
6. Steve Dresser (Tri), Arkport, NY (19)
7. Lou Gerencer (H-D), Elkhart, IN (16)
8. Willie Price (H-D), Madison, WV (15/1win)
9. Russ VanderVeen (H-D), Greenwood, IN (13)
10. Bob Castledine (H-D), West Springfield, MA (12)

AMA 540cc HILLCLIMB
NATIONAL CHAMPIONSHIP SERIES
(After 2 of 11 rounds)

1. Richard Soter III (BSA), Owings Mills, MD (29/1 win)
2. Terry Thompson (BSA), Laurelville, OH (25/1 win)
   Michael Templeton (Hon), Manchester, CT (25)
4. Paul Pinsnnault (Hon), Brookfield, MA (24)
5. Michael Pulver (Hon), Indianapolis, IN (21)
   Paul Lowe (Kaw), Yolyn, WV (21)
7. Ralph Kreeger (Tri), Red Lion, PA (14)
8. Kevin Zucco (Kaw), Agawam, MA (11)
   Alan Hoskins (Hon), Georgetown, IL (11)
   Scott McNeely (Hon), Madison, WV (11)

RESULTS

Motocross
NESC
Central Village, MA
Apr. 6

85 A
Paul Vereka Kaw
Wayne Peterson Kaw
Ryan Tuerck Suz
Michael Vereka Kaw
Derek Wheatley Suz
85 B
Luke Soroka Kaw
Ken Bernard Hon
Justin Thompson Suz
Jeremy Musa Kaw
Andrew Erickson Suz
85 C
Adam Waddington Kaw
Tim Martens Hon
Michael Masalerz Suz
Joseph Trudel Hon
Justin Sparks Hon
105
Paul Vereka Kaw
Wayne Peterson Suz
Michael Vereka Kaw
Stephanie Perron Kaw
Eric Smith Kaw
125 YTH A
Matthew Francis Kaw
Paul Vereka Kaw
Matthew Boron Kaw
Greg Webster Yam
Ryan O'Connell Kaw
125 YTH B
Eddie Arasimowicz Hon
Carl Decotis Jr. Kaw
Andy Ballou Kaw
Jason Poulin Yam
Christopher Tuttle Kaw
125 YTH C
Jim Cournoyer Yam
Bobby Parker Yam
Michael Gill Suz
Cameron Eccles Suz
Mitchell Gaimbattisa Suz
125 NOV
Jason Poulin Yam
Paul Johnson Yam
Jeremy Barrows Suz
Mark Doody Hon
Don Ashmore Jr. Yam
125 AM
Adam Nason Kaw
Michael Leterdre Yam
Christopher O'Neal Yam
Eddie Arasimowicz Hon
Carl Decotis Kaw
125 EX
Patrick Barton Suz
Mike Treadwell Suz
Scott Carter Suz
Shane O'Connor Suz
Wally Silva Yam
200+ NOV
Jeff Perry Hon
Kevin Sigismondo Suz
William Casey Yam
Andrew Slavick Hon
Aaron Murdoch Suz
200+ AM
Todd Leonard Hon
Scott Deledda Hon
Jude Stanbury Jr. Suz
Jason Maslowski Hon
Corey Newmann Kaw
200+ EX
Patrick Barton Suz
Mike Treadwell Suz
Shane O'Connor Suz
Wally Silva Yam
Benjamin Asaff Kaw
OPEN NOV
Jeff Perry Hon
Paul Johnson Yam
Denny Anderson Kaw
Manny Dias Yam
Peter Boohg Kaw
OPEN AM
Corey Newmann Kaw
Jeramie Stefan Yam
Christopher O'Neal Yam
Michael May Hon
Robert Corbett Yam
OPEN EX
Benjamin Asaff Kaw
Scott Carter Suz
Adrian Colon Suz
Robert Foster Hon
Chris Johnson Hon
30+ A
Steve Griff Suz
Mike DeGaetano Suz
John Camelio Jr. Kaw
Richard Barnaby Yam
Chris Kelly Yam
30+ B
Steven Ricardi Hon
Steve Bennett Kaw
Keith Ferguson Suz
Gregory Lemonides Kaw
Al Marino Yam
30+ C
Larry Soullier Hon
Andrew Webb Hon
Billy Martell Hon
Michael Hall Hon
Shawn Burch Suz
35+ A
Steve Griff Suz
Mike DeGaetano Suz
Richard Barnaby Yam
John Delgrosso Suz
Mark Hangos Suz
35+ B
Warren Emerson Hon
Joe Lebrun Kaw
Arthur Pesaturo Jr. Suz
Thomas Miozzi Kaw
Mike Grove Hon
40+
John Delgrosso Suz
James Satryb KTM
Don Taylor Hon
Ronald Vincent Yam
Patrick Bolduc Hon

Motocross
NESC
Southwick, MA
Apr. 13

85 A
Paul Vereka Kaw
Jean Allard Yam
Matthew Johnson Kaw
Michael Vereka Kaw
Wayne Peterson Suz
85 B
Luke Soroka Kaw
Ken Bernard Hon
Justin Thompson Suz
Jeremy Morrison Yam
Thomas Scott Smith Suz
85 C
Adam Waddington Kaw
Matthew Bannach Suz
Kenneth Eggleston Kaw
Brian Bagley Kaw
William Decotis Hon
105
Jean Allard Yam
Michael Vereka Kaw
Justin Tuerck Suz
Eric Smith Kaw
Derek Wheatley Suz
WMN
Teresa Szczepanski Hon
Bethany Smith Kaw
Nichol Balboni Suz
125 YTH A
Joshua Winchell Hon
Greg Webster Yam
Ryan O'Connell Kaw
Matthew Francis Kaw
Matthew Boron Kaw
125 YTH B
Jay Palmer Suz
Christopher Tuttle Kaw
Jesse Berthiaume Yam
David Aaskov Hon
Jason Tootell Suz
125 YTH C
Jim Cournoyer Yam
Cameron Eccles Suz
Bobby Parker Yam
Kevin Deming Kaw
William Hughes Hon
125 NOV
Christopher Tuttle Yam
Mark Doody Hon
Don Ashmore Jr. Yam
Cedrick Clark Hon
James Spaulding Hon
125 AM
Matthew Francis Kaw
Eddie Arasimowicz Hon
Adam Nason Kaw
James Mahoney Hon
Michael Letendre Yam
125 EX
Keith Johnson Suz
Michael Treadwell Suz
Patrick Barton Suz
Austin Squires Suz
Scott Carter Suz
200+ NOV
Robert Speroni Hon
Ralph Quackenbush Suz
Chris Gordon Hon
Michael Cove Kaw
Carl Smith Suz
30+ A
Patrick Barton Suz
Steven Burdette Yam
Joe Mikalson Suz
David Paquette Kaw
Gary Williams Kaw
30+ B
David Williams Kaw
Gregory Lemonides Kaw
Steven Ricardi Hon
Michael Lewis Hon
Keith Ferguson Suz
30+ C
Andrew Webb Hon
Billy Martell Hon
Shawn Burch Suz
Carl Smith Suz
George Nunes Hon
35+ A
Steven Burdette Yam
Joe Mikalson Suz
John Camelio Kaw
Stephen Griff Suz
Timothy Brown Hon
35+ B
Richard Tabor Hon
Warren Emerson Hon
Joe Lebrun Kaw
Arthur Pesaturo Jr. Suz
Thomas Miozzi Kaw
40+ A
John Weaver Suz
John Delgrosso Suz
Don Taylor Hon
Norman Hebert Hon
Patrick Bolduc Hon
40+ B
David Benson Suz
Ralph Louttit Suz
David Corey Suz
Merle Monroe III Yam
Donald Lachapelle Yam
200 AM
Simon Hormans Hon
Matt Gronowicz Hon
Todd Leonard Hon
Jude Stanbury Jr. Suz
Carl Williams Kaw
200 EX
Keith Johnson Suz
Patrick Barton Suz
Mike Treadwell Suz
Austin Squires Suz
Jason Boron Kaw
OPEN NOV
James Poulin Hon
Michael Cove Kaw
John Barrett Hon
Chris Gordon Hon
Andrew Slavick Hon
OPEN AM
Jeramie Stefan Yam
Richard Filley Suz
Charles Burkey Yam
Paul Fournier Suz
James Ogovzalek Suz
OPEN EX
Dan Cole Kaw
Jeremy Eardley Hon
Chris Johnson Hon
Terry Finkle Yam
Shaun Stout Hon

Arenacross
Paris Dirt Trackers
Eddyville, KY
Apr. 26
By Bonnie Burkeen

50
Austin Wells KTM
Kyle McReynolds KTM
60
Adam Robinson Kaw
Alex Hunter Kaw
Kenny Orr Kaw
Steve Kissiar Kaw
Austin Wells Kaw
80 JR
Brad Weiss Suz
Damon Prince Suz
Alex Hunter Yam
Steve Kissiar Suz
Kenny Orr Suz
80 SR
William Devault Suz
Derek Riley Suz
Chris Brill Yam
Shane Kissiar Suz
Tucker Heaton Hon
SCHBY
Derek Riley Suz
Scott Taylor Hon
William Devault Suz
Chris Brill Yam
16-24
Jordan Moneymaker Yam
William Simmons Hon
Michael Riffle Hon
Todd Shakleford
BEG
Josh Cox Hon
Mac Dunn Hon
Barry Nevitt Yam
Mike Garrison Kaw
Scotty Seibert Suz
125 B
William Simmons Hon
Steve Nace KTM
Derek Riley Suz
125 C
Scott Taylor Hon
Todd Shakleford
Shawn Travis Hon
Donnie Martin KTM
250 A
Jordan Moneymaker Yam
250 B
Michael Riffle Hon
Wayne Elkins Kaw
Brad Tucker Suz
250 C
Eddie Denfip KTM
Russ Blankenship Suz
David Barnhart Hon
Matt Tipton Suz
Troy Lynn Kaw
25+
Ronnie Ray Suz
Bonnie Ray Hon
200/4-STRK
Justin Fielder Hon
Justin Shelby Yam
Adam Volner Hon
Jerry Matheny Yam
Jim Edwards Hon

Motocross
Apex Valley
White Plains, KY
Apr. 27
By Bonnie Burkeen

50
Justin Carver Lem
60
Tyson Ezell Kaw
80 JR
Damon Prince Suz
Tyson Ezell Kaw
80 SR
Derek Riley Suz
William Devault Suz
Clint Burkeen Suz
Jared Arnold Kaw
Eric Klinkhammer Suz
SCHBY
Darrell Blankenship Hon
Justin Brown Yam
William Devault Suz
Derek Riley Suz
Clint Burkeen Suz
BEG
Todd Curry Suz
Mark Curry Suz
Dale McCord Hon
125 A
Eddie Proffitt
125 B
Darrell Blankenship Hon
Chris Burkeen Suz
Steve Nace KTM
125 C
Donnie Martin KTM
Kyle Dangler Hon
250 A
Steve Ezell Yam
Eddie Proffitt Kaw
250 B
Marty Stinnett Yam
Rick Tyler Kaw
250 C
Mike Shelton Yam
Eddie Denfip KTM
John Barky Hon
Mike Ramey Yam
Sean Jones Suz
25+
Steve Ezell Yam
30+
Steve Ezell Yam
John London Kaw
Roger Gates Hon
40+
Mike Shelton Yam
Rex Tyler Kaw
50+
Buddy Akers Suz
200/4-STRK
Nick Toon Hon
Phil Crofoot Hon
Dan Owens Hon
Michael Hopper Hon
Vernon Dector Yam

Motocross
NESC
Middleboro, MA
Apr. 20

50 YTH
Robert Marshall Cob
Benjamin Batchelder Cob
Daniel Crotty Cob
Justin Rando KTM
Angela Ferro KTM
65 YTH
Brian Bagley Kaw
William Healy Kaw
Ryan Desrosiers Kaw
Ken Ferro Kaw
Benjamin Batchelder Kaw
85 A
Paul Vereka Kaw
Wayne Peterson Suz
Luke Soroka Kaw
Matthew Johnson Kaw
Michael Vereka Kaw
85 B
Ken Bernard Hon
Ryan Wadsworth Suz
Thomas Scott Smith Suz
Kenneth Hood Hon
Joshua Rorrie Kaw
85 C
Christopher Wisniewski Yam
John Giantonio Kaw
Brian Bagley Kaw
Bryan Murphy Hon
Tim Martens Hon
105
Paul Vereka Kaw
Justin Tuerck Suz
John Giantonio Kaw
Mathew Govin Kaw
Michael Vereka Kaw
WMN
Stephanie Perron Kaw
Bethany Smith Kaw
125 YTH A
Matthew Francis Kaw
Eddie Arasimowicz Hon
Greg Webster Yam
Andy Neureuther Suz
Ryan O'Connell Kaw
125 YTH B
Christopher Tuttle Kaw
David Aaskov Hon
Jason Poulin Yam
Mark Doody Hon
Nicholas Fantini Hon
125 YTH C
Kyle Longtin Yam
Joshua Stewart Hon
Drew Carpenter Yam
Bobby Parker Yam
Domenic Cafarelli Suz
125 NOV
Christopher Tuttle Yam
Paul Johnson Yam
Jason Poulin Yam
Kyle Longtin Yam
Ken Short Suz
125 AM
Greg Webster Yam
Eddie Arasimowicz Hon
Michael Letendre Yam
Matthew Francis Kaw
Carl Decotis Kaw
125 EX
Keith Johnson Suz
Patrick Barton Suz
Austin Squires Suz
Michael Treadwell Suz
Scott Carter Suz
200+ NOV
John Webb Hon
Jim Medieros Hon
John Messina Suz
John Ober Suz
James Poulin Hon
200+ AM
Todd Leonard Hon
Jude Stanbury Jr. Suz
Randy Lapante Yam
Richard Filley Suz
Scot Deledda Hon
200+ EX
Scott Carter Suz
Patrick Barton Suz
Shane O'Connor Suz
Wally Silva Yam
Jason Boron Kaw
OPEN NOV
Robert Speroni Hon
Paul Johnson Yam
Michael Cove Kaw
Denny Anderson Kaw
Robert Currie Suz
OPEN AM
Jeramie Stefan Yam
Richard Filley Suz
Charles Hathaway Hon
Dennis Fazio Kaw
Michael May Hon
OPEN EX
Benjamin Asaff Kaw
Chris Johnson Hon
Jeremy Eardley Hon
Rob Keller Hon
Paul Goyette Hon
30+ A
Patrick Barton Suz
Steven Burdette Yam
David Paquette Kaw
Gary Williams Kaw
John Camelio Kaw
30+ B
David Williams Kaw
Gregory Lemonides Kaw
Steve Bennett Kaw
John Thompson Yam
Warren Emerson Hon
30+ C
Billy Martell Hon
Brian Barnaby Yam
Stephen Bedient Suz
Andrew Webb Hon
Paul Barbour Hon
35+ A
Steven Burdette Yam
Joe Mikalson Suz
John Camelio Kaw
Stephen Griff Suz
James Meenan Suz
35+ B
Warren Emerson Hon
Thomas Miozzi Kaw
Joe Lebrun Kaw
Arthur Pesaturo Jr. Suz
Michael Cove Hon
40+ A
James Meenan Suz
Don Taylor Hon
Norman Hebert Hon
John Weaver Suz
Raymond Hartley Hon
40+ B
Merle Monroe Yam
Robert Baer Kaw
Ralph Louttit Suz
Paul Barbour Hon
Jack Flanagan Hon

Motocross
NESC
Middleboro, MA
Apr. 27

50 YTH
Benjamin Batchelder Cob
Robert Marshall Cob
Daniel Crotty Cob
Angela Ferro KTM
Kyle Hangos KTM
65 YTH
Brian Bagley Kaw
William Healy Kaw
Ryan Desrosiers Kaw
Ken Ferro Kaw
Benjamin Batchelder Kaw
85 A
Paul Vereka Kaw
Trenton Estes Suz
Wayne Peterson Suz
Ryan Tuerck Suz
Matthew Johnson Kaw
85 B
Jeremy Musa Kaw
Jeremy Morrison Yam
Justin Thompson Suz
Ryan Wadsworth Suz
Ken Bernard Hon
85 C
Christopher Wisniewski Yam
Brian Bagley Kaw
Michael Mastalesz Suz
Robert Rowe Kaw
John Zdancewicz Suz
105
Paul Vereka Kaw
Ryan Tuerck Suz
Thomas Scott Smith Suz
Kenneth Hood Hon
Michael Vereka Kaw
125 YTH A
Matthew Boron Kaw
Ryan O'Connell Kaw
Paul Vereka Kaw
Greg Webster Yam
Matthew Francis Kaw
125 YTH B
Jason Poulin Yam
Jay Palmer Suz
Mark Doody Hon
Nicholas Fantini Hon
Edward Pomprowicz Suz
125 YTH C
Bobby Parker Yam
Robert King Yam
Joshua Stewart Hon
Drew Carpenter Suz
Domenic Cafarelli Suz
125 NOV
Mark Doody Hon
Remi Beaulieu Yam
Don Ashmore Yam
Sean Leonard Hon
Joseph Huskins Hon
125 AM
Jeremie Stefan Yam
Matthew Francis Kaw
Eddie Arasimowicz Hon
Jay Palmer Suz
Ryan O'Connell Kaw
125 EX
Keith Johnson Kaw
Michael Treadwell Suz
Patrick Barton Suz
Austin Squires Suz
Wally Silva Yam
200+ NOV
Michael Montpelier Kaw
James Poulin Hon
Chris Gordon Hon
James Fealtman Suz
Andrew Slavick Hon
200+ AM
Todd Leonard Hon
Philip Voisine Kaw
Matt Gronowicz Hon
Craig Cieslik Kaw
Sean Matthews Yam
200+ EX
Keith Johnson Kaw
Michael Treadwell Suz
Patrick Barton Suz
Austin Squires Suz
Shane O'Connor Suz
OPEN NOV
Andrew Slavick Hon
Chris Gordon Hon
Don Ashmore Yam
Brian Collette Hon
Mark Canning Hon
OPEN AM
Anthony Geraci Suz
Jeremie Stefan Yam
Eric Anthrop Kaw
Charles Meserve Suz
Michael May Hon
OPEN EX
Jeremy Eardley Hon
Chris Johnson Hon
Erik Robie Suz
Grant Carter Suz
Rob Keller Hon
30+ A
Patrick Barton Suz
David Paquette Kaw
Steven Burdette Yam
Gary Williams Kaw
John Camelio Kaw
30+ B
Steven Ricardi Hon
David Williams Kaw
Keith Ferguson Suz
Warren Emerson Hon
Larry Soullier Hon
30+ C
Shawn Burch Suz
Brian Barnaby Yam
Billy Martell Hon
Stephan Morris Suz
Lee Sparks Hon
35+ A
Steven Burdette Yam
Joe Mikalson Suz
Stephen Griff Suz
John Camelio Kaw
James Meenan Suz
35+ B
Joe Lebrun Kaw
Thomas Miozzi Kaw
Warren Emerson Hon
Andrew Rivard Suz
Michael Forget Suz
40+ A
James Meenan Suz
Robert Piche Kaw
John Weaver Suz
John Delgrosso Suz
Norman Hebert Hon
40+ B
Robert King Yam
Merle Monroe Yam
Donald Lachapelle Yam
James Mossman Hon
Dennis Moran Yam

Send results of races ASAP after the event to: Results, Cycle News, P.O. Box 498, Long Beach, CA 90801-0498. Results should be typewritten, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.

WANT ADS

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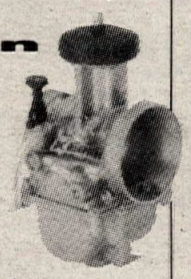

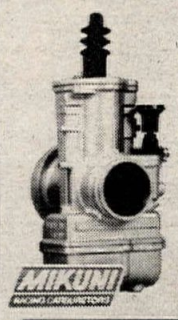

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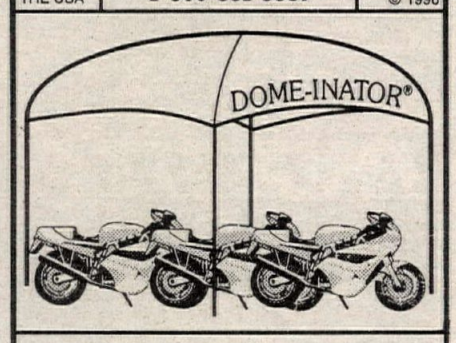

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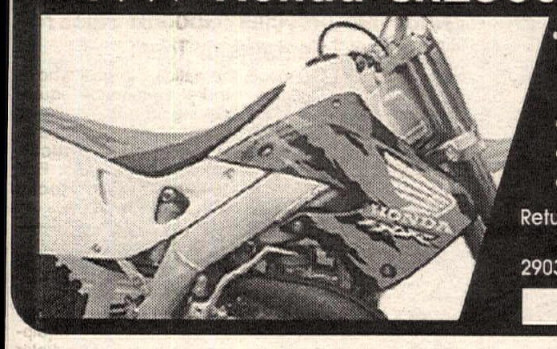

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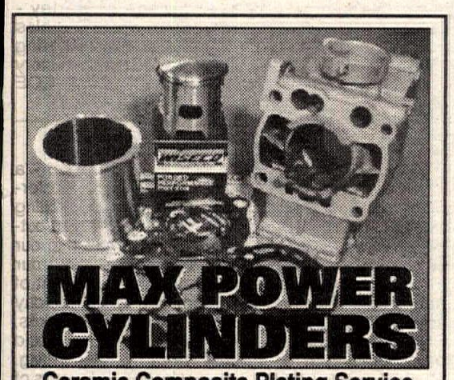

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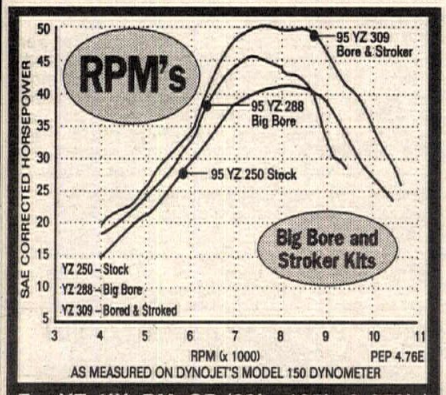

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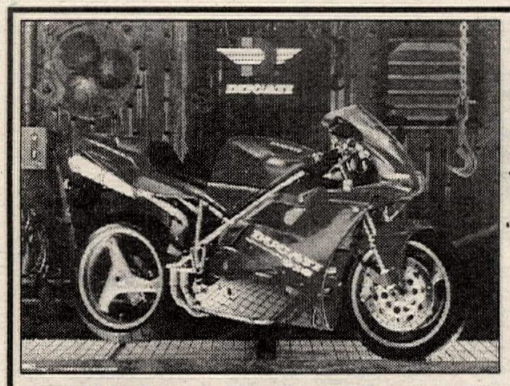

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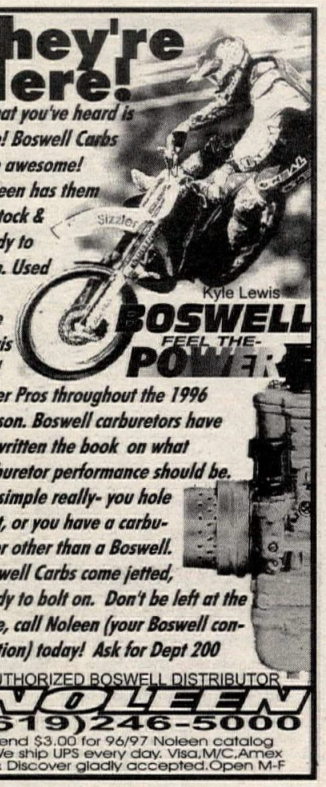

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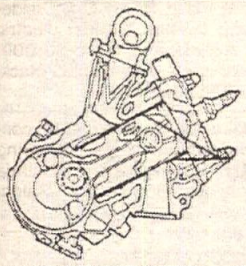

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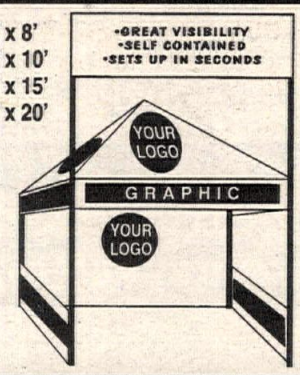

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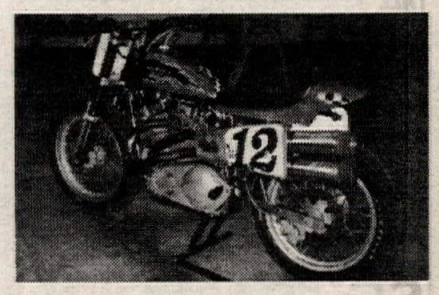

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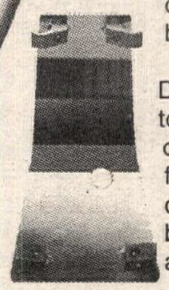

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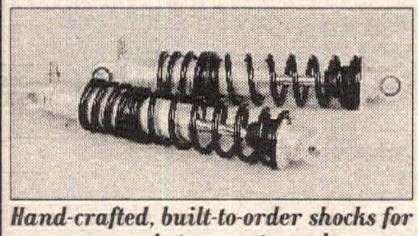

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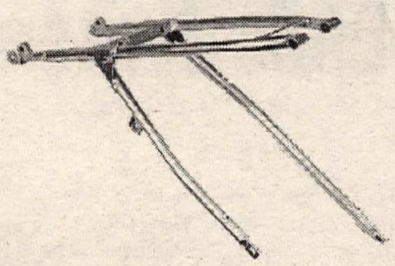

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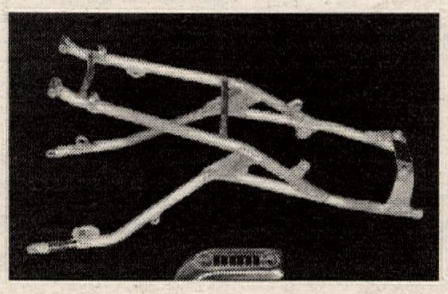

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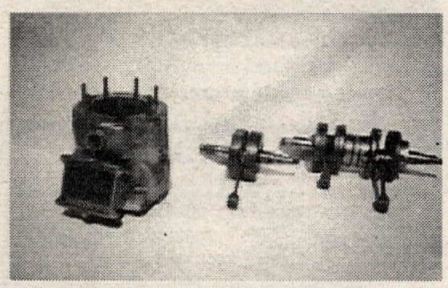

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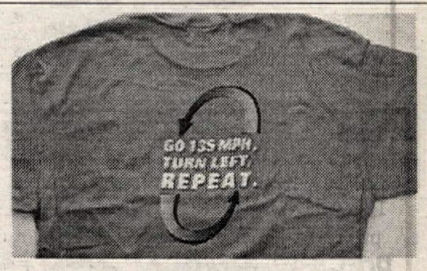

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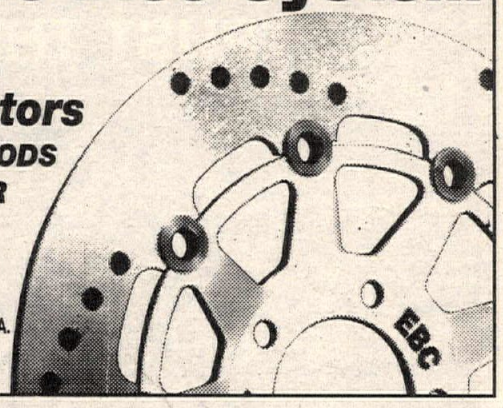

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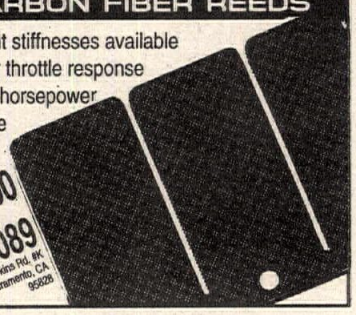

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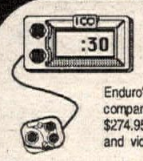

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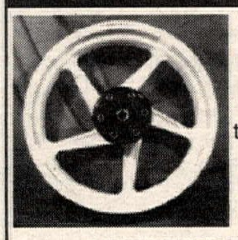

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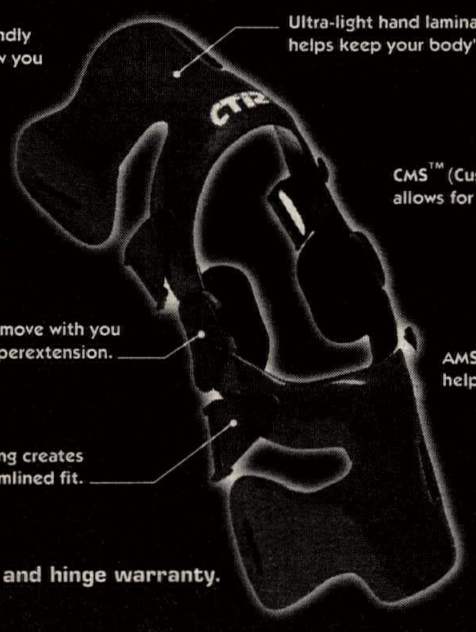

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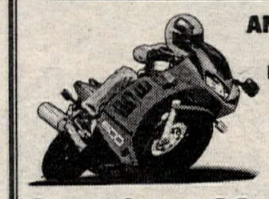

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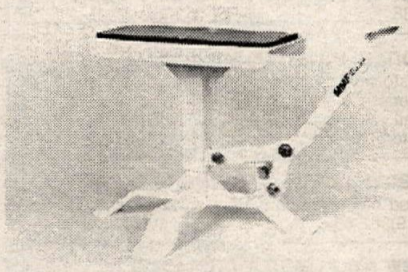

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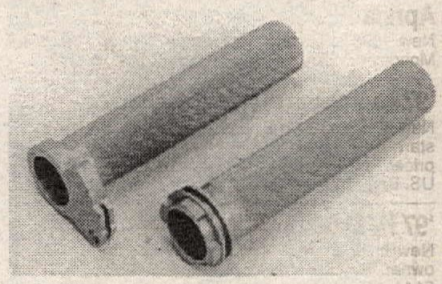

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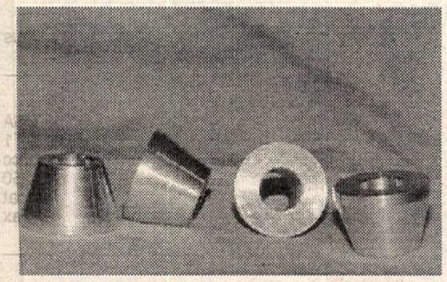

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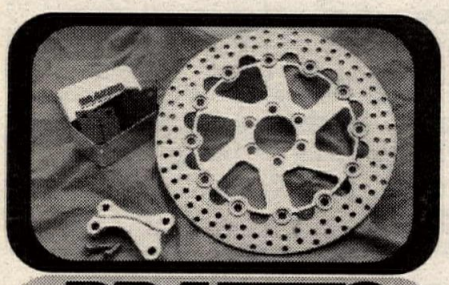
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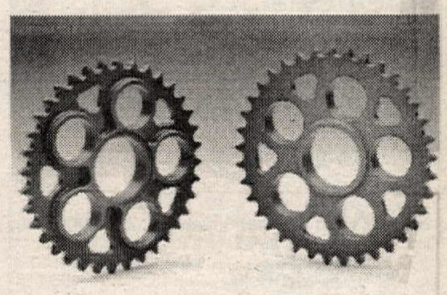

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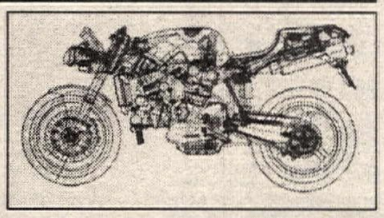

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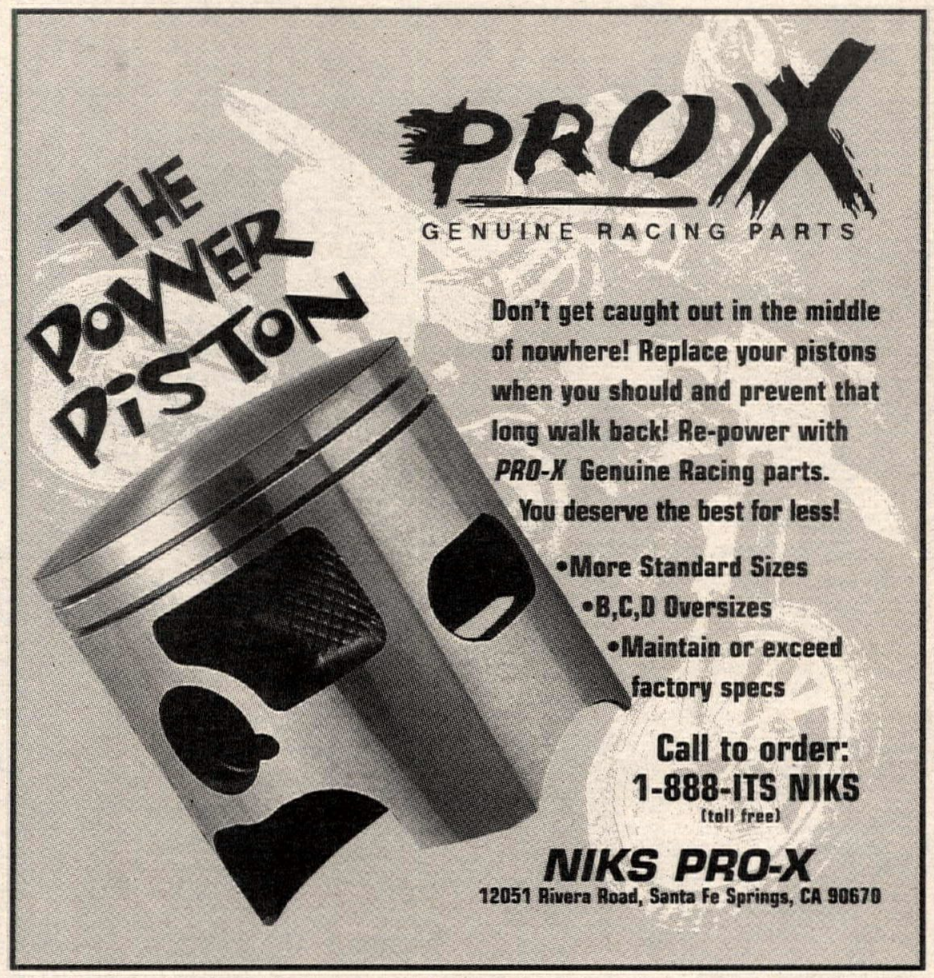

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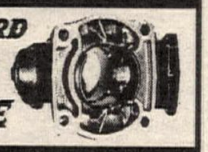

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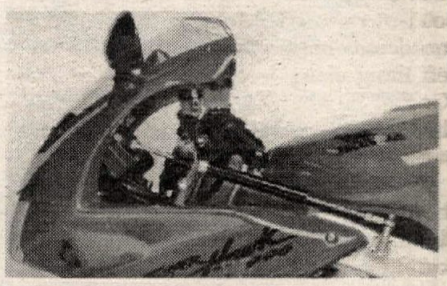

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RACER X

BY DAVEY COOMBS

In the whole big scheme of things, the two races that closed the month of May 1997 should be regarded as two of the most significant events in the history of supercross and motocross. But in the end, only one will probably be regarded as such.

On the last Saturday night of the 1997 AMA Supercross Series, Team Yamaha's Doug Henry roared into the record books with an amazing 20-lap performance aboard a Yamaha YZM four-stroke motorcycle in front of a sold-out crowd. Most of the world's motocross media were on hand to see Jeff Emig usurp Jeremy McGrath as the King of Supercross, and in the process they witnessed Henry's incredible run at history.

The win was obviously significant in that Henry's arrival in the winner's circle might have signaled the onset of the countdown toward the end of the two-stroke motocross era. In this age of militant environmentalism, that banging bass-drum sound of a four-stroke machine might one day become the only murmurs we hear from the floors of our future supercross tracks. The win also marked the first time since 1975 that an Open-class motorcycle won an AMA Supercross. (Quick trivia: Can you name the first rider ever to win a supercross on an Open bike? Check at the bottom.) And for Doug Henry fans, it signaled just another wonderful milestone in one of, if not *the* most amazing comeback in the history of our sport. It could not have happened to a nicer guy unless Mister Rogers were involved. Doug Henry's Las Vegas win can safely go into the record books near or at the top of any all-time great wins list.

One week later, in the wasteland of mud and water that High Point Raceway had become, the ever-controversial Damon Bradshaw won an AMA 250cc National with a startling last-lap pass on Honda of Troy's Larry Ward. It was not the first win of Bradshaw's career - he's done it 29 other times - nor was he riding some exotic piece of equipment (though it was the first domestic win ever for the '97 aluminum-framed Honda CR 250), and Bradshaw was not coming back from a devastating injury. Rather, he was coming back from his own demons. Maybe that's what made this day so great.

In 1993, Damon Bradshaw was at a level just a little below where Jeremy McGrath sits now. Bradshaw never had the titles that McGrath had, let alone Bob Hannah or Rick Johnson, but he carried the same swagger that the other greats of this sport did. He was brash and cocky, and everyone might have loved him if he were only from California and not the East Coast. (Think back to how many times you remember seeing Damon's picture on the cover of one of the major motocross magazines during his career...Not many). Instead, the masses loved him, and the media - myself included - gave him a bashing more often than not. Even though he was the darling of the fans, he started off on the wrong foot with some people, and never got back in step with the establishment.

For about four years, Bradshaw thrived in the spotlight of American motocross, making all kinds of money and helping the sport to grow in awareness and popularity. His rival and friend Jeff Stanton may have won the titles, but Bradshaw won the cheers - but other things were at play. Eventually, the pressures of an unfriendly media, a strong sense of burnout, and a terrible family fight all fused in the mind of the prodigal son and it became too much in the fall of '93. Despondent, lonely and downright suicidal, Bradshaw decided to take a leave of absence for the good of his team, his fans, his family and himself.

The magazines, for the most part, went ballistic. Bradshaw become "Bad-Shaw," the villain who turned his back on the sport, and the spotlight grew more intense. It was as if Damon broke Bob Hannah's leg while driving the boat, claimed Marty Smith's works bike, handed Ron Lechien a fake ID, set up the "orphan" National and banned every journalist from supercross all at once, when really all he did was try to save a small part of his youth for himself.

Bradshaw came back to motocross about a year and a half later, ironically at the same site (High Point) as his last major win. He always admitted a special relationship with the "good-old-boys" Mount Morris crowd, probably because it was the closest National to his Mooresville, North Carolina, home. The crowd welcomed him back that day in 1995 with open arms, but the enduring image of that day in the magazines was the one of him sitting there with his helmet off, punch-drunk from a crash, a blunder that offered the still-disapproving media plenty of fun captions to play with.

Bradshaw endured through the 1996 season with Team Yamaha, but without winning another race. By this time it seemed that his career was shot, his marketability was nil due to his relationship with the magazines, and retirement number two seemed inevitable once Yamaha dropped him. But Damon came back in 1997, with the help of Manchester Honda Racing and AXO, with his own bikes and his own truck. His return caught some off-guard. When asked why he returned, Bradshaw came up with the simplest, yet most unexpected, answer: "I still love this sport."

But the sport still didn't seem to love him, and every mistake or poor result seemed somehow amplified because of who he was. Or better yet, who he once was. It took Bradshaw 15 tries in the 15-race SX series to finally get on the podium, but who really noticed, with Henry winning and Emig getting the crown? Realistically, it seemed like the closest Bradshaw would ever get to a victory, and he got beat by a phenomenal four-stroker instead.

One week later, to the surprise of many and the chagrin of some, Damon Bradshaw made it back to where he once was, even if only for a day. At Mount Morris, he earned his first AMA National win in four years - possibly another record - in one of the muddiest races of all time.

The coincidence is that the win came at the same site of his last major victory and the site of his first race back; the irony is that few members of the media were there to watch it. However, there were about 20,000 fans on hand in the High Point tempest, 95 percent of whom went bananas when Bradshaw made that last pass. Moments later, his impromptu parade lap - sans shirt and helmet - was a moment on par with the Bob Hannah/Rick Johnson victory lap at Unadilla at the U.S. GP in 1988. It was just a great moment for our sport.

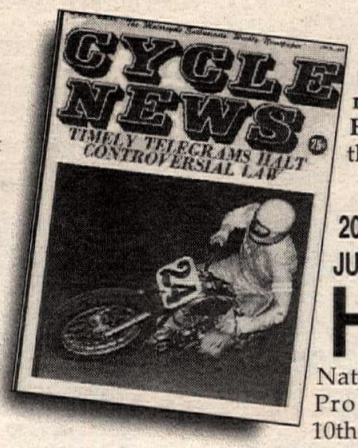
Damon Bradshaw is 24 years old and he has won more races in his career than Jeff Emig, Doug Henry, Jean-Michel Bayle, David Bailey, Johnny O'Mara, Steve Lamson, Mike LaRocco and every other rider competing today - except for the great McGrath. Bradshaw's most recent race win probably won't get much play in the magazines - Henry's fantastic success will get most of the summer headlines - but it does not lessen how great a day it was for Bradshaw and his fans, because the "Beast from the East" is still as big as Bevo on this side of the Mississippi.

On his favorite track, in front of his greatest fans, Damon Bradshaw completed a vicious circle that few people are able to make it around: He came, he saw, he left.... And then he came back. It can be argued forever whether Damon turned his back on the sport or the sport turned its back on him. The point is, he was there on Sunday all the same. So why does it belong on the list of all-time great wins? Maybe we just owe it to him.

(Trivia answer: Mark Blackwell on a Husqvarna at the 1972 Daytona SX.) CN

LOOKING BACK...

30 YEARS AGO...
JUNE 22, 1967



It took two years and seven races, but **Chuck Jones** from Arcadia, California, won the Trophy Dash and the Half Mile Expert main event on a BSA at Ascot Park in California. Jones held off **Mel Lacher** on a Harley-Davidson and **Dan Haaby** on a BSA en route to his 15-lap main-event win...Triumph-mounted **Bob Steffan** won the 500-mile Greenhorn National Enduro in Gorman, California. **Dick Dean** finished second, also on a Triumph, and **Dave Ekins** got third on a Zundapp...Harley-Davidson's **Bart Markel** won the Half Mile National Dirt Track in Louisville, Kentucky, over **Chris Draayer** and **George Longabuagh**, both riding Harleys...*CN* talked to **William Shatner**, Captain James T. Kirk on the popular television show *Star Trek*, about his love for riding motorcycles in the desert...After seven events, **Ron Grant** led the AFM Western U.S. Road Racing Championship standings with 106. **Art Baumann** was second with 70 and **Fred Muhlberg** was a distant third with 54.

20 YEARS AGO...
JUNE 15, 1977

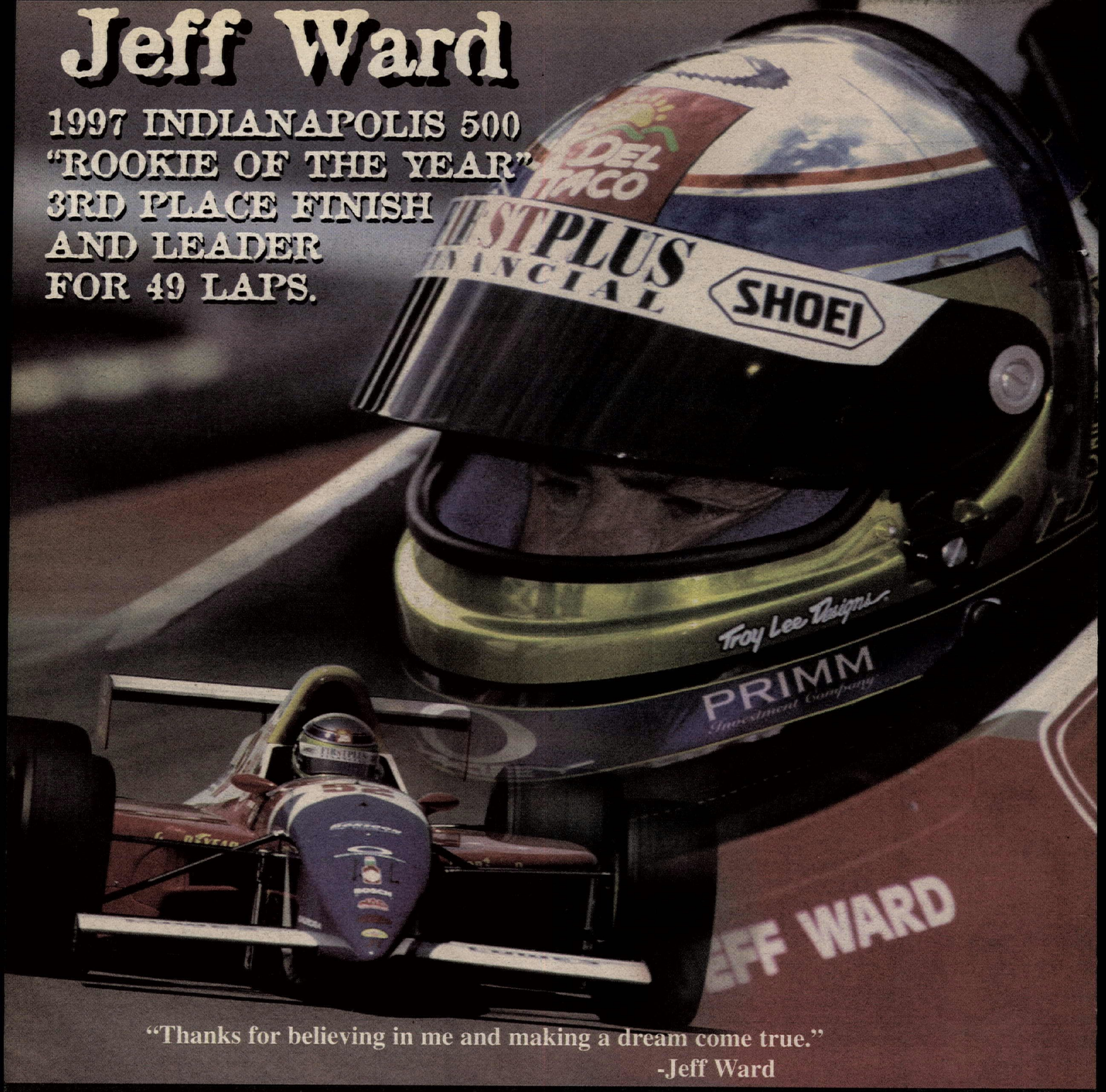
Harley-Davidson's **Gary Scott** posted his second consecutive AMA Grand National Championship/Camel Pro Series and 10th career win at the Louisville Downs in Kentucky after taking the lead from his brother Hank, whose motor expired. **Steve Morehead** and **Jay Springsteen** finished second and third, respectively, on Harleys... The **Roger DeCoster** story continued with "Part VI: Ten years of hard work and crashes prove that roses have their thorns"... Suzuki's **Barry Sheene** won the 500cc class at the Italian Grand Prix. **Franco Uncini** won the 250cc class and **P.P. Bianchi** won the 125cc class...*CN* took an "Up Close" look at Honda mechanic **Jon Rosenstiel**, who was wrenching for **Warren Reid** at the time...Team Honda's **Marty Smith** won the AMA 250cc Supercross held at Louisiana Superdome in New Orleans. Yamaha's **Bob Hannah** finished second and Can-Am's **Jimmy Ellis** took third. Frenchman **Charles Coutard** won the seventh round of the World Championship Trials Series in Jeddo, Michigan.

10 YEARS AGO...
JUNE 17, 1987

Team Honda's **Wayne Rainey** turned in a flawless ride at Brainerd International Raceway in Minnesota, upholding his perfect 1987 road race record - three wins in three starts. Rainey topped rival Team Yoshimura Suzuki's **Kevin Schwantz** and his teammate **Bubba Shobert**. Honda-mounted **Doug Polen** avenged his loss to **Thomas Stevens** the week before by taking the win over Stevens at Brainerd...Team Honda's **Rick Johnson** took advantage of a miscue by Team Kawasaki's **Jeff Ward** to win the inaugural Coors Meadowlands Supercross at Giants Stadium in New Jersey. Kawasaki's **Ron Lechien** and **Eddie Warren** finished second and third, respectively, and Ward recovered for fifth. Suzuki's **Keith Turpin** won the 125cc East Region feature over teammate **Ron Tichenor**, but Tichenor locked up the series title by one point over Turpin... Harley-Davidson-mounted **Steve Eukland** won round six of the AMA Grand National Dirt Track Series, the Hindsdale TT in Illinois, claiming the ninth TT win of his career to become the AMA's all-time National TT winner. CN

Jeff Ward

1997 INDIANAPOLIS 500
"ROOKIE OF THE YEAR"
3RD PLACE FINISH
AND LEADER
FOR 49 LAPS.



"Thanks for believing in me and making a dream come true."
-Jeff Ward

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